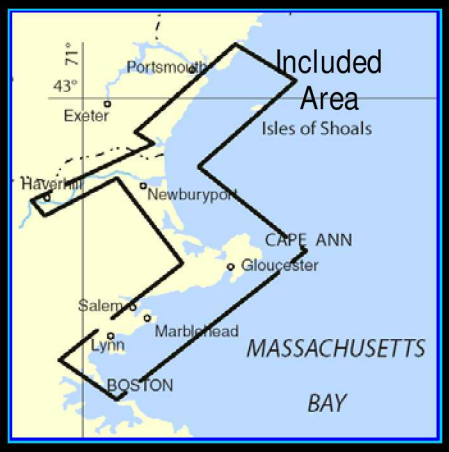
BookletChart™

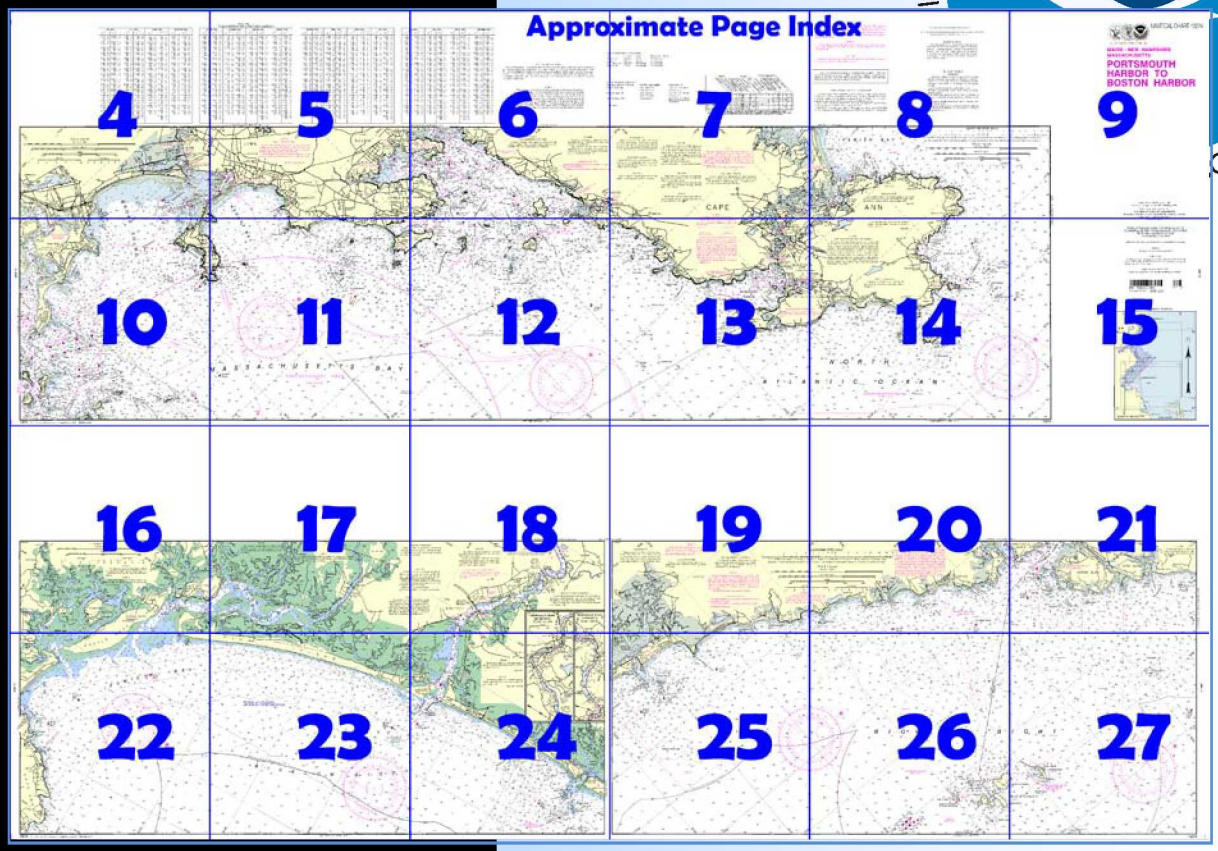
Portsmouth Harbor to Boston Harbor

(NOAA Chart 13274)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

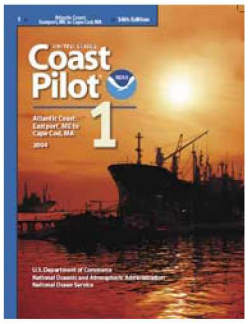
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 9 excerots]

(177) **Cutts Island**, on the south side of the entrance, is connected with Gerrish Island to the south of it by a natural seawall of stones and rock thrown up by winter gales. It is conspicuous. A public beach is at the north end of the seawall.

(180) **Portsmouth Harbor**is the only harbor of refuge for deep-draft vessels between Portland and Gloucester. No large vessel should proceed northward of Kitts Rocks Lighted Whistle Buoy 2KR (43°03.0'N., 70°41.5'W.) without a pilot, as the anchorage area is limited.

(184) A moving safety zone is established surrounding tank vessels carrying Liquified Petroleum Gas (LPG) while transiting Bigelow Bight, Portsmouth Harbor and the Piscataqua River.

(197) **Portsmouth Harbor Coast Guard Station** and lookout tower are on Fort Point.

(381) **Hampton Harbor**, about 10 miles southwestward of Portsmouth Harbor and 1.5 miles southward of Great Boars Head, is an inlet formed by the confluence of **Hampton River** and **Blackwater River** and other rivers, sloughs, and creeks that drain the extensive area of salt marsh to the westward of Hampton, Seabrook, and Salisbury Beaches.

(382) The harbor is principally an anchorage for numerous pleasure craft and a considerable number of party and charter hire fishing boats which operate from the harbor from late spring to early fall.

(383) The entrance to the inlet is between two rock jetties. The outer part of the south jetty is submerged. A daybeacon is on the north jetty, and a daybeacon is off the end of the south jetty.

(385) Hampton Harbor is entered by a dredged entrance channel, which leads southwestward of the shoals off the north side of the entrance, to a highway bridge, thence to two privately dredged harbor channels, one leading northward to an anchorage basin off the marina and the other leading southward to the Public Service Company of New Hampshire barge pier on the eastern side of the harbor channel, thence to a turning basin off the pier at Seabrook. In 1998, the controlling depths were 4.6 feet in the right half and 7.1 feet in the left half of the channel to the bridge; thence in 1983, 4 feet in the northern harbor channel, and thence in 1980, 6 feet was reported in the basin. In 1980-1983, the southern harbor channel had a reported controlling depth of 3 feet except for shoaling to bare in 42°53'43"N., 70°49'10.8"W., thence in March 2001, 2.7 feet was reported in the turning basin, except for shoaling to bare in the southwest section. In 1983, the spur channel to the barge pier had shoaled to bare. The southern harbor channel is subject to shoaling and should be used only with local knowledge. Several rocks awash are on the north side of the entrance channel at the junction with the north harbor channel and extend a considerable distance into the channels; mariners should exercise extreme caution and transit the area only with local knowledge. A lighted bell buoy marks the approach to the entrance channel, and buoys mark the channel to the bridge.

(446) On the west side of the mouth of the Powwow River is a large marina and boatyard that has two marine railways. Gasoline, diesel fuel, water, and electricity are available at the float landings, which have a reported 12 feet alongside. Ice, provisions, bottled gas, and marine supplies can be furnished. There is a launching ramp. Overnight berthing is permitted, and several guest moorings are maintained.

(449) About 0.7 mile westward of the Powwow, on the north bank, is another marina. Gasoline, water, and electricity are available at the floats, which have a reported 10 feet alongside. A marine railway at the marina can haul out craft up to 50 feet in length for hull and engine repairs, or dry covered or open winter storage. There is a gravel small-boat launching ramp and parking. Marine supplies and ice are available.

(453) There is a marina and boatyard at Riverside on the north bank 0.3 mile eastward of the Groveland highway bridge. The yard has two float landings with 9 feet alongside, a 20-ton crane, and a marine railway that can handle craft up to 200 tons or 140 feet long for hull or engine repairs or dry open winter storage.

(454) Diesel fuel and water are available at the floats.

(462) **Ipswich Bay** is the bight between the northern point of Cape Ann and the south end of Plum Island. Between these points it is about 6 miles wide and makes in about 3 miles. The bay is the approach to Plum Island Sound and to the Essex and Annisquam Rivers. It has depths of 20 to 70 feet, except in its southern and southwestern sides where the shore should be given a berth of a little over 1 mile to avoid the shoals off the river entrances. Several rocks covered 2 to 5 feet and one that uncovers 4 feet are in the southern part of the bay about 0.9 mile westward of Annisquam Harbor Light and about 0.3 to 0.5 mile offshore.

(458) **Plum Island River** forms a thorofare for small craft between Merrimack River, just inside its entrance, and Plum Island Sound. It is bare in places at low water and is said to have a depth of 7 feet at high water, but the deepest draft that is taken through at high water with local knowledge is reported to be about 6 feet. The unmarked channel is narrow and does not always lead in midchannel.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

The controlling depth at MLLW at the entrance channel into Merrimack River was 10 feet for a width of 400 feet.

Sep 1998 - Oct 2001

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

NOTE B

The controlling depth at MLLW at the entrance channel into Annisquam River was 5½ feet for a width of 200 feet.

Sep 2002

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the Cape Ann area.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

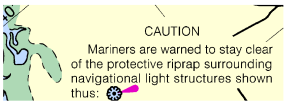
CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)



CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE F

The entrance channel into Essex Bay and River is subject to continual changes. The buoys are not charted because they are frequently shifted in position.

NOTE G

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE G

Positions of buoys in the Ipswich River are frequently shifted with changing conditions and are not charted.

NOTE E

The entrance channel into Plum Island Sound is subject to continual changes. Buoys 3, 4, and 6 are not charted because they are frequently shifted in position.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

The controlling depth at MLLW in the entrance channel into Annisquam River was 5½ feet for a width of 200 feet.

Sep 2002

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Corrected through NM Jun. 9/07, LNM May 29/07

Corrected through NM Jun. 9/07, LNM May 29/07

Corrected through NM Jun. 9/07, LNM May 29/07

LARGE SCALE CHARTS

More detailed larger scale charts are available for most of the inshore areas of this chart.

The larger scale charts are diagrammed on the cover index.

NOTE H

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area

Recommended traffic lanes have been established for the approach to Boston Harbor. Use charts 13200 and 13267.

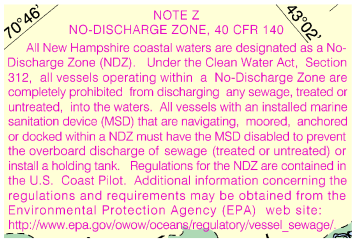
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All New Hampshire coastal waters are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

LARGE SCALE CHARTS

More detailed larger scale charts are available for most of the inshore areas of this chart.

The larger scale charts are diagrammed on the cover index

Ⓟ Pump-out facilities

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.341" northward and 1.818" eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

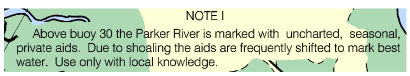
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.



NOTE I

Above buoy 30 the Parker River is marked with uncharted, seasonal, private aids. Due to shoaling the aids are frequently shifted to mark best water. Use only with local knowledge.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Predicted times a
To predict

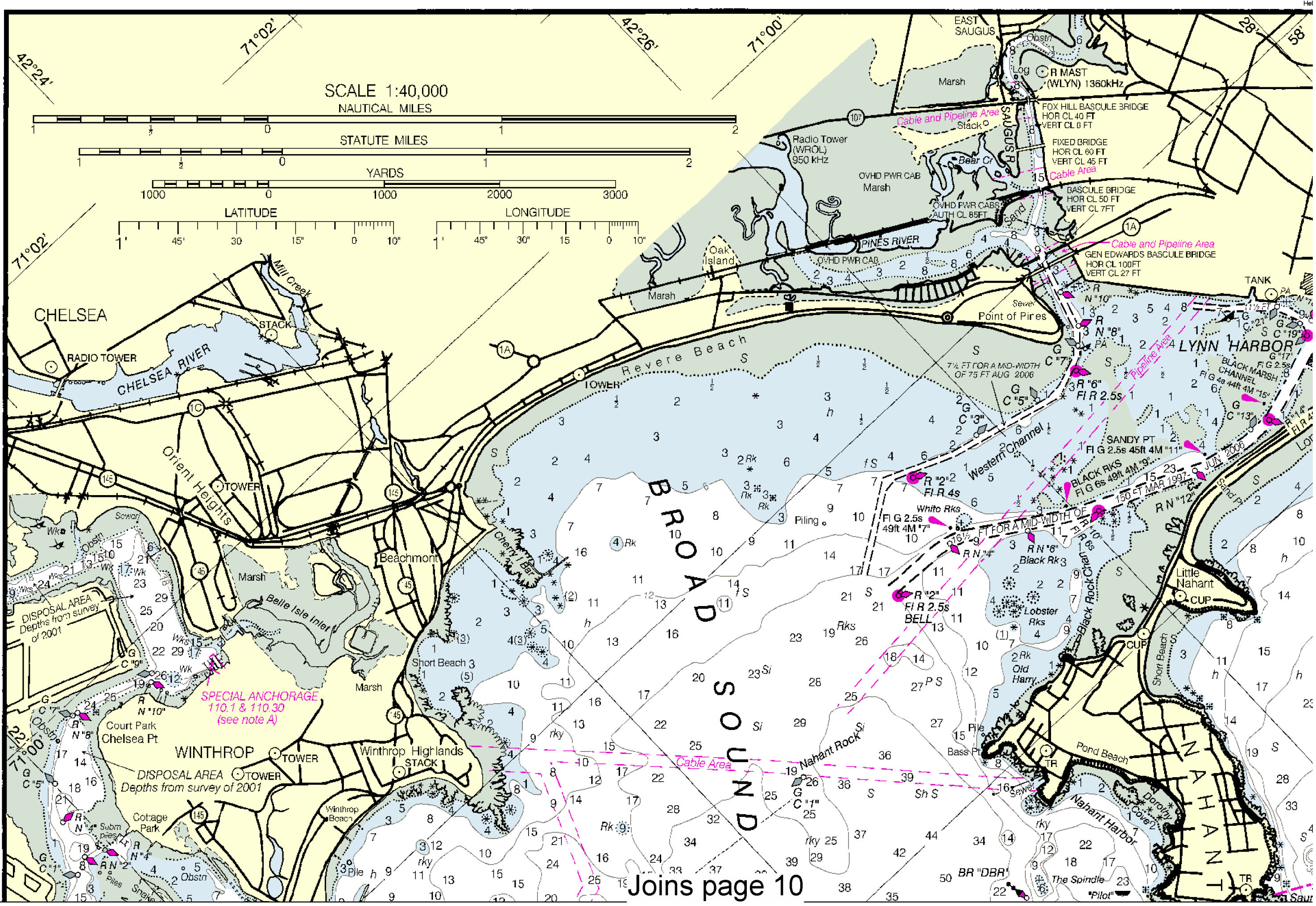
JUNE 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0518 1134 1722 2332	0.3 8.8 1.6 10.2	16 Sa	0542 1158 1751	-1.2 9.9 0.3
2 Sa	0558 1214 1803	0.3 8.8 1.5	17 Su	0005 0633 1250 1842	11.5 -0.9 9.7 0.5
3 Su	0013 0640 1255 1846	10.2 0.2 8.8 1.5	18 M	0057 0723 1341 1934	11.1 -0.6 9.6 0.8
4 M	0055 0722 1336 1930	10.3 0.2 8.9 1.4	19 Tu	0148 0812 1431 2025	10.6 -0.1 9.4 1.1
5 Tu	0139 0807 1422 2016	10.2 0.2 9.0 1.4	20 W	0240 0900 1520 2118	10.1 0.3 9.3 1.4
6 W	0227 0854 1510 2110	10.2 0.2 9.2 1.3	21 Th	0332 0949 1610 2212	9.6 0.8 9.2 1.6
7 Th	0318 0943 1600 2205	10.1 0.2 9.4 1.1	22 F	0425 1038 1659 2307	9.1 1.2 9.1 1.7
8 F	0414 1035 1652 2304	9.9 0.2 9.8 0.8	23 Sa	0519 1127 1748	8.7 1.8 9.1
9 Sa	0512 1129 1746	9.8 0.3 10.2	24 Su	0003 0614 1216 1836	1.7 8.4 1.8 9.2
10 Su	0004 0612 1225 1841	0.4 9.7 0.3 10.7	25 M	0057 0708 1306 1924	1.8 8.3 2.0 9.3
11 M	0104 0713 1321 1936	0.0 9.7 0.3 11.1	26 Tu	0150 0802 1354 2011	1.4 8.2 2.0 9.5
12 Tu	0203 0814 1417 2031	-0.5 9.8 0.2 11.4	27 W	0239 0852 1442 2057	1.1 8.3 2.0 9.7
13 W	0301 0913 1512 2126	-0.9 9.8 0.2 11.7	28 Th	0325 0940 1527 2142	0.9 8.4 1.8 9.9
14 Th	0356 1010 1605 2220	-1.1 9.9 0.1 11.8	29 F	0410 1025 1612 2225	0.6 8.5 1.7 10.1
15 F	0450 1105 1658 2313	-1.2 9.9 0.2 11.7	30 Sa	0453 1108 1656 2308	0.3 8.7 1.4 10.4

JULY 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0535 1150 1740 2351	0.1 8.9 1.2 10.5	16 M	0614 1230 1823	-0.5 9.6 0.5
2 M	0617 1232 1824	-0.1 9.1 1.0	17 Tu	0038 0659 1315 1910	10.8 -0.3 9.6 0.7
3 Tu	0035 0700 1315 1911	10.6 -0.3 9.4 0.8	18 W	0124 0742 1359 1958	10.4 0.1 9.5 0.9
4 W	0121 0744 1359 1959	10.6 -0.4 9.7 0.7	19 Th	0210 0825 1442 2045	9.9 0.5 9.4 1.1
5 Th	0209 0830 1445 2051	10.5 -0.3 9.9 0.5	20 F	0256 0908 1525 2134	9.4 0.9 9.3 1.3
6 F	0300 0918 1534 2145	10.3 -0.2 10.2 0.4	21 Sa	0345 0953 1610 2225	8.9 1.3 9.2 1.5
7 Sa	0354 1009 1625 2243	10.0 0.0 10.4 0.3	22 Su	0435 1039 1657 2318	8.5 1.7 9.1 1.7
8 Su	0452 1103 1720 2343	9.7 0.3 10.6 0.1	23 M	0529 1129 1747	8.2 2.0 9.1
9 M	0553 1159 1816	9.4 0.5 10.8	24 Tu	0013 0624 1221 1839	1.7 7.9 2.2 9.1
10 Tu	0045 0656 1258 1915	0.0 9.2 0.6 10.9	25 W	0108 0721 1313 1931	1.6 7.9 2.2 9.3
11 W	0147 0759 1356 2014	-0.2 9.2 0.7 11.1	26 Th	0202 0815 1405 2022	1.3 8.0 2.1 9.6
12 Th	0246 0900 1454 2111	-0.4 9.2 0.6 11.2	27 F	0252 0907 1455 2111	1.0 8.2 1.8 9.9
13 F	0343 0958 1550 2207	-0.6 9.4 0.6 11.2	28 Sa	0340 0954 1543 2158	0.6 8.5 1.4 10.3
14 Sa	0436 1052 1643 2300	-0.7 9.5 0.5 11.2	29 Su	0425 1039 1630 2244	0.2 8.9 1.0 10.6
15 Su	0527 1143 1734 2350	-0.7 9.6 0.5 11.0	30 M	0508 1122 1716 2329	-0.2 9.3 0.6 10.9
			31 Tu	0551 1205 1803	-0.5 9.8 0.3

AUGUST 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0014 0634 1248 1850	11.0 -0.7 10.1 0.0	16 Th	0057 0709 1322 1928	10.1 0.3 9.7 0.7
2 Th	0101 0719 1332 1939	11.0 -0.8 10.5 -0.2	17 F	0139 0748 1401 2011	9.7 0.7 9.6 0.9
3 F	0150 0805 1418 2031	10.8 -0.6 10.7 -0.3	18 Sa	0222 0828 1441 2056	9.2 1.1 9.5 1.1
4 Sa	0241 0853 1508 2126	10.4 -0.3 10.8 -0.2	19 Su	0307 0910 1524 2143	8.8 1.5 9.3 1.4
5 Su	0336 0944 1600 2224	9.9 0.1 10.8 -0.1	20 M	0355 0956 1611 2235	8.3 1.9 9.1 1.6
6 M	0435 1040 1657 2325	9.5 0.5 10.7 0.1	21 Tu	0447 1045 1702 2330	8.0 2.2 9.0 1.7
7 Tu	0538 1139 1758	9.1 0.9 10.0	22 W	0544 1139 1757	7.8 2.4 9.0
8 W	0029 0643 1240 1900	0.2 8.8 1.1 10.6	23 Th	0027 0642 1236 1853	1.7 7.8 2.3 9.2
9 Th	0134 0749 1342 2003	0.1 8.6 1.1 10.6	24 F	0124 0739 1331 1948	1.4 8.0 2.1 9.5
10 F	0235 0851 1442 2103	0.0 8.9 1.0 10.7	25 Sa	0217 0832 1425 2040	1.0 8.3 1.6 10.0
11 Sa	0332 0948 1538 2158	-0.1 9.2 0.8 10.7	26 Su	0307 0920 1515 2130	0.5 8.9 1.1 10.4
12 Su	0422 1038 1629 2247	-0.2 9.4 0.6 10.7	27 M	0353 1006 1604 2218	0.0 9.4 0.5 10.9
13 M	0508 1123 1717 2333	-0.2 9.6 0.5 10.6	28 Tu	0438 1050 1652 2304	-0.5 10.0 -0.1 11.2
14 Tu	0550 1204 1802	-0.1 9.7 0.5	29 W	0522 1134 1740 2352	-0.8 10.6 -0.6 11.3
15 W	0016 0630 1244 1845	10.4 0.1 9.7 0.5	30 Th	0606 1218 1829	-1.0 11.0 -0.9
			31 F	0040 0652 1303 1919	11.2 -0.9 11.3 -1.0

SEPTEMBER 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Sa	0130 0739 1351 2011	10.8 -0.6 11.3 -0.9	16 Su	0150 0750 1400 2021	9.0 1.4 9.6 1.0
2 Su	0223 0828 1442 2106	10.4 -0.2 11.2 -0.6	17 M	0233 0832 1442 2106	8.6 1.8 9.3 1.3
3 M	0319 0922 1538 2206	9.8 0.3 10.9 -0.2	18 Tu	0320 0917 1529 2157	8.2 2.1 9.1 1.5
4 Tu	0420 1020 1638 2309	9.2 0.8 10.6 0.2	19 W	0411 1007 1622 2251	7.9 2.3 9.0 1.7
5 W	0526 1122 1743	8.8 1.2 10.3	20 Th	0507 1103 1718 2349	7.8 2.4 9.0 1.6
6 Th	0016 0634 1228 1851	0.4 8.7 1.4 10.1	21 F	0605 1201 1817	7.9 2.3 9.2
7 F	0122 0741 1332 1955	0.5 8.8 1.3 10.2	22 Sa	0047 0702 1259 1914	1.3 8.2 1.9 9.6
8 Sa	0223 0841 1432 2054	0.4 9.0 1.1 10.2	23 Su	0141 0756 1355 2009	0.9 8.8 1.3 10.0
9 Su	0317 0933 1526 2146	0.3 9.3 0.8 10.3	24 M	0232 0845 1448 2101	0.3 9.4 0.6 10.5
10 M	0403 1018 1614 2231	0.2 9.5 0.6 10.3	25 Tu	0319 0932 1539 2151	-0.2 10.2 -0.2 10.9
11 Tu	0444 1057 1657 2313	0.2 9.7 0.4 10.2	26 W	0406 1017 1628 2240	-0.7 10.8 -0.9 11.2
12 W	0521 1134 1738 2352	0.3 9.9 0.3 10.0	27 Th	0452 1102 1718 2329	-0.9 11.4 -1.4 11.3
13 Th	0558 1209 1818	0.5 9.9 0.4	28 F	0538 1148 1807	-1.0 11.8 -1.6
14 F	0030 0634 1245 1858	9.7 0.7 9.9 0.5	29 Sa	0019 0625 1236 1858	11.1 -0.8 11.9 -1.6
15 Sa	0109 0711 1321 1938	9.4 1.1 9.8 0.7	30 Su	0111 0714 1326 1952	10.7 -0.5 11.8 -1.3

OCTOBER 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0206 0806 1420 2048	10.2 0.0 11.4 -0.8	16 Tu	0204 0759 1408 2036	8.5 1.9 9.4 1.1
2 Tu	0304 0902 1518 2148	9.6 0.6 10.9 -0.2	17 W	0250 0845 1455 2124	8.2 2.1 9.3 1.3
3 W	0407 1002 1622 2252	9.1 1.1 10.4 0.3	18 Th	0340 0935 1547 2217	8.0 2.3 9.1 1.4
4 Th	0514 1107 1729 2359	8.8 1.4 10.0 0.6	19 F	0434 1031 1643 2313	8.0 2.3 9.1 1.3
5 F	0622 1215 1838	8.8 1.5 9.8	20 Sa	0531 1130 1742	8.2 2.1 9.3
6 Sa	0105 0726 1320 1942	0.7 8.9 1.4 9.8	21 Su	0009 0626 1229 1841	1.1 8.7 1.6 9.6
7 Su	0203 0822 1419 2038	0.7 9.2 1.1 9.8	22 M	0104 0719 1326 1938	0.7 9.3 0.9 10.0
8 M	0253 0909 1510 2127	0.6 9.5 0.8 9.8	23 Tu	0156 0809 1421 2032	0.2 10.1 0.1 10.4
9 Tu	0336 0950 1555 2210	0.6 9.7 0.6 9.8	24 W	0246 0858 1514 2125	-0.3 10.8 -0.7 10.7
10 W	0414 1027 1636 2249	0.7 9.9 0.4 9.7	25 Th	0335 0946 1606 2217	-0.6 11.5 -1.4 10.9
11 Th	0450 1102 1714 2327	0.8 10.0 0.3 9.5	26 F	0423 1033 1657 2308	-0.8 12.0 -1.8 11.0
12 F	0526 1136 1752	0.9 10.0 0.3	27 Sa	0512 1122 1748	-0.8 12.2 -1.9
13 Sa	0005 0602 1211 1830	9.3 1.1 10.0 0.4	28 Su	0001 0601 1212 1840	10.8 -0.6 12.2 -1.8
14 Su	0043 0639 1247 1909	9.1 1.4 9.9 0.6	29 M	0054 0652 1305 1933	10.4 -0.3 11.9 -1.4
15 M	0122 0718 1326 1951	8.8 1.6 9.7 0.8	30 Tu	0149 0746 1400 2029	10.0 0.2 11.4 -0.8
			31 W	0248 0843 1459 2128	9.5 0.7 10.8 -0.2



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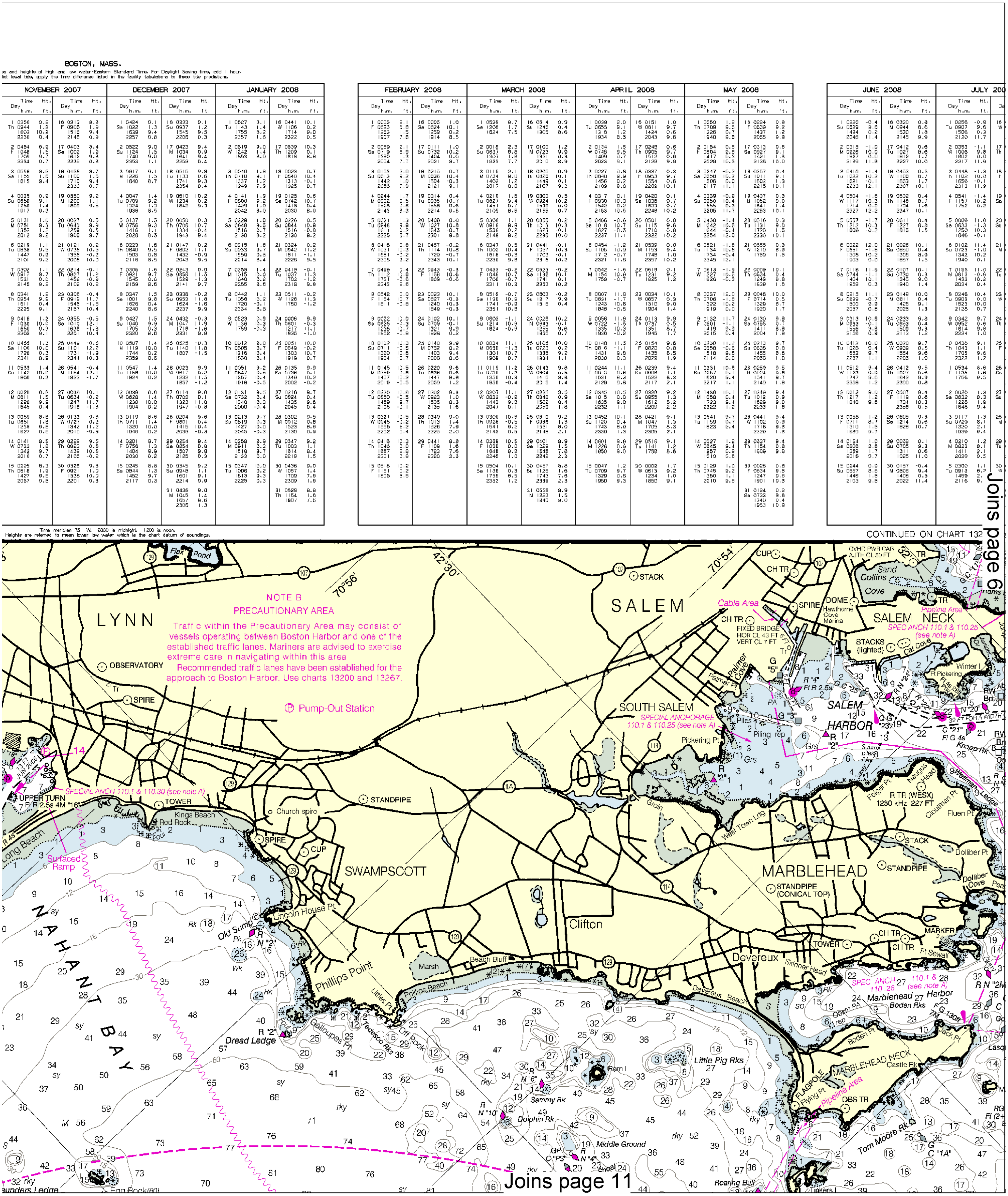
Nautical Miles

Yards

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

JUNE 2008					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0220	-0.4	16	0330	0.9
Su	0829	9.6	M	0944	8.6
	1434	0.2		1530	1.8
	2046	11.4		2145	9.9
2	0315	-1.0	17	0412	0.8
M	0926	10.0	Tu	1027	8.8
	1527	0.0		1612	1.7
	2139	11.9		2227	10.0
3	0410	-1.4	18	0453	0.5
Tu	1022	10.2	W	1108	8.7
	1621	-0.1		1653	1.7
	2233	12.1		2307	10.1
4	0504	-1.6	19	0532	0.4
W	1117	10.3	Th	1148	8.7
	1714	0.2		1734	1.8
	2327	12.2		2347	10.1
5	0557	-1.7	20	0611	0.4
Th	1212	10.3	F	1227	8.8
	1808	-0.2		1815	1.5
6	0022	12.0	21	0026	10.1
F	0651	-1.5	Sa	0650	0.4
	1308	10.2		1306	8.9
	1903	0.0		1857	1.5
7	0118	11.6	22	0107	10.1
Sa	0744	-1.1	Su	0730	0.3
	1404	10.1		1345	9.0
	1959	0.3		1940	1.4
8	0215	11.1	23	0149	10.0
Su	0839	-0.7	M	0811	0.4
	1500	9.9		1426	9.1
	2057	0.6		2025	1.3
9	0313	10.6	24	0233	9.8
M	0933	-0.1	Tu	0853	0.4
	1556	9.8		1509	9.3
	2156	0.9		2113	1.2
10	0412	10.0	25	0320	9.7
Tu	1028	0.4	W	0939	0.5
	1652	9.7		1554	9.6
	2257	1.1		2205	1.0
11	0512	9.4	26	0412	9.5
W	1123	0.9	Th	1027	0.6
	1747	9.6		1642	9.9
	2358	1.2		2300	0.8
12	0612	9.0	27	0507	9.4
Th	1217	1.2	F	1119	0.8
	1840	9.6		1734	10.3
				2358	0.5
13	0058	1.2	28	0605	9.3
F	0711	8.7	Sa	1214	0.6
	1310	1.5		1828	10.7
	1930	9.7			
14	0154	1.0	29	0058	0.1
Sa	0806	8.6	Su	0705	9.3
	1359	1.7		1311	0.6
	2018	9.7		1925	11.0
15	0244	0.9	30	0157	-0.4
Su	0857	8.6	M	0806	9.4
	1446	1.8		1408	0.5
	2103	9.8		2022	11.4

JULY 2008					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0256	-0.8	16	0345	0.0
Tu	0907	9.6	W	0959	8.4
	1506	0.3		1544	1.8
	2120	11.7		2201	9.9
2	0353	-1.1	17	0427	0.8
W	1006	9.8	Th	1042	8.6
	1602	0.0		1627	1.6
	2217	11.9		2243	10.1
3	0448	-1.3	18	0506	0.4
Th	1102	10.0	F	1 22	8.8
	1658	-0.1		1709	1.3
	2313	11.9		2323	10.2
4	0541	-1.4	19	0545	0.2
F	1157	10.2	Sa	1200	9.0
	1752	0.2		1751	1.1
5	0008	11.8	20	0003	10.3
Sa	0633	-1.3	Su	0623	0.1
	1250	10.3		1238	9.3
	1846	-0.1		1833	0.9
6	0102	11.4	21	0043	10.3
Su	0723	-1.0	M	0702	0.0
	1342	10.2		1315	9.5
	1940	0.1		1916	0.8
7	0155	11.0	22	0 24	10.2
M	0813	-0.6	Tu	0742	0.0
	1433	10.2		1355	9.8
	2034	0.4		2000	0.6
8	0248	10.4	23	0206	10.0
Tu	0903	0.0	W	0824	0.1
	1523	10.0		1437	10.0
	2128	0.7		2048	0.5
9	0342	9.7	24	0255	9.8
W	0952	0.6	Th	0909	0.3
	1614	9.8		1522	10.2
	2224	1.0		2 40	0.4
10	0438	9.1	25	0347	9.5
Th	1043	1.1	F	0957	0.5
	1705	9.6		1611	10.4
	2322	1.2		2235	0.4
11	0534	8.6	26	0443	9.2
F	1135	1.6	Sa	1051	0.7
	1756	9.5		1705	10.5
				2335	0.3
12	0020	1.3	27	0543	9.0
Sa	0632	8.3	Su	1 48	0.8
	1228	1.9		1804	10.7
	1848	9.4			
13	0117	1.3	28	0037	0.1
Su	0729	8.1	M	0647	8.9
	1320	2.1		1249	0.8
	1939	9.4		1905	10.9
14	0210	1.2	29	0 40	-0.2
M	0823	8.1	Tu	0751	9.1
	1411	2.1		1350	0.7
	2029	9.5		2007	11.1
15	0300	1.1	30	0241	-0.5
Tu	0913	8.2	W	0853	9.3
	1459	2.0		1451	0.4
	2116	9.7		2 07	11.3
			31	0338	-0.8
			Th	0952	9.6
				1548	0.1
				2205	11.5

AUGUST 2008					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0432	-1.0	16	0435	0.3
F	1047	10.0	Sa	1049	9.2
	1643	-0.		1643	0.9
	2300	11.5		2257	10.3
2	0523	-1.	17	0514	0.1
Sa	1139	10.2	Su	1127	9.5
	1736	-0.3		1725	0.5
	2352	11.4		2337	10.5
3	0611	-1.0	18	0552	-0.1
Su	1227	10.4	M	1204	9.9
	1827	-0.3		1807	0.2
4	0042	11.	19	0018	10.5
M	0658	-0.7	Tu	063	-0.2
	1314	10.4		1243	10.2
	1917	-0.		185	0.0
5	0131	10.6	20	0100	10.4
Tu	0743	-0.2	W	0712	-0.2
	1359	10.3		1323	10.5
	2006	0.2		1937	-0.2
6	0220	10.0	21	0145	10.2
W	0828	0.3	Th	0755	0.0
	1445	10.0		1406	10.6
	2056	0.6		2025	-0.2
7	0309	9.4	22	0234	9.8
Th	0914	0.9	F	0842	0.2
	1521	9.8		1454	10.7
	2148	0.9		2118	-0.1
8	0400	8.8	23	0327	9.4
F	1002	1.4	Sa	0933	0.6
	1620	9.5		1546	10.6
	2241	1.3		2215	0.1
9	0454	8.3	24	0426	9.1
Sa	1052	1.9	Su	1029	0.9
	1711	9.2		1644	10.5
	2339	1.5		2317	0.2
10	0552	8.0	25	0529	8.8
Su	1146	2.2	M	113	1.1
	1806	9.		1748	10.5
11	0056	1.6	26	0022	0.2
M	0650	7.9	Tu	0626	8.8
	1241	2.3		1235	1.1
	1901	9.		1853	10.5
12	0133	1.5	27	0126	0.1
Tu	0747	7.9	W	0742	9.0
	1326	2.2		1339	0.9
	1955	9.3		1958	10.7
13	0225	1.3	28	0226	-0.2
W	0839	8.	Th	0843	9.3
	1427	2.0		1440	0.5
	2046	9.5		2059	10.9
14	0312	1.0	29	0324	-0.4
Th	0927	8.4	F	0939	9.8
	1515	1.6		1537	0.1
	2132	9.8		2155	11.1
15	0355	0.7	30	0415	-0.6
F	1009	8.8	Sa	1030	10.2
	1600	1.3		1630	-0.2
	2215	10.		2247	11.1
			31	050	-0.6
			Su	1116	10.4
				1719	-0.3
				2335	10.9

SEPTEMBER 2008					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0546	-0.5	16	0510	-0.3
M	1200	10.5	Tu	1129	10.7
	1806	-0.3		1742	-0.5
				2352	10.6
2	0020	10.6	17	0601	-0.3
Tu	0628	-0.2	W	1210	11.0
	1242	10.5		1827	-0.8
	1851	-0.2			
3	0105	10.1	18	0037	10.5
W	0710	0.2	Th	0644	-0.2
	1323	10.3		1253	11.2
	1937	0.1		1915	-0.8
4	0149	9.6	19	0125	10.2
Th	0752	0.8	F	0730	0.0
	1405	10.0		1340	11.2
	2022	0.5		2005	-0.7
5	0235	9.1	20	0216	9.8
F	0835	1.3	Sa	0819	0.3
	1449	9.7		1431	11.0
	2110	1.0		2100	-0.4
6	0324	8.6	21	0312	9.4
Sa	0922	1.8	Su	0914	0.7
	1536	9.3		1527	10.7
	2201	1.4		2159	0.0
7	0416	8.2	22	0414	9.0
Su	1012	2.2	M	1014	1.1
	1628	9.1		1630	10.4
	2256	1.7		2303	0.2
8	0512	7.9	23	0520	8.8
M	1108	2.4	Tu	1118	1.2
	1725	8.9		1737	10.3
	2354	1.8			
9	0611	7.8	24	0008	0.4
Tu	1204	2.4	W	0628	8.9
	1823	8.9		1225	1.2
				1845	10.2
10	0052	1.7	25	0113	0.3
W	0708	7.9	Th	0732	9.2
	1300	2.3		1330	0.9
	1919	9.1		1950	10.3
11	0145	1.4	26	0212	0.1
Th	0801	8.2	F	0831	9.6
	1354	1.9		1430	0.5
	2011	9.5		2050	10.4
12	0233	1.0	27	0305	0.0
F	0848	8.7	Sa	0922	10.0
	1443	1.4		1525	0.1
	2059	9.8		2143	10.5
13	0317	0.6	28	0353	-0.1
Sa	0931	9.2	Su	1009	10.4
	1530	0.9		1615	-0.2
	2144	10.1		2231	10.4
14	0358	0.2	29	0437	0.0
Su	1011	9.7	M	1051	10.5
	1614	0.3		1700	-0.3
	2227	10.4		2315	10.3
15	0439	-0.1	30	0518	0.1
M	1050	10.2	Tu	1130	10.5
	1658	-0.2		1744	-0.3
	2309	10.6		2357	10.0

CONTINUED ON CHART 13275

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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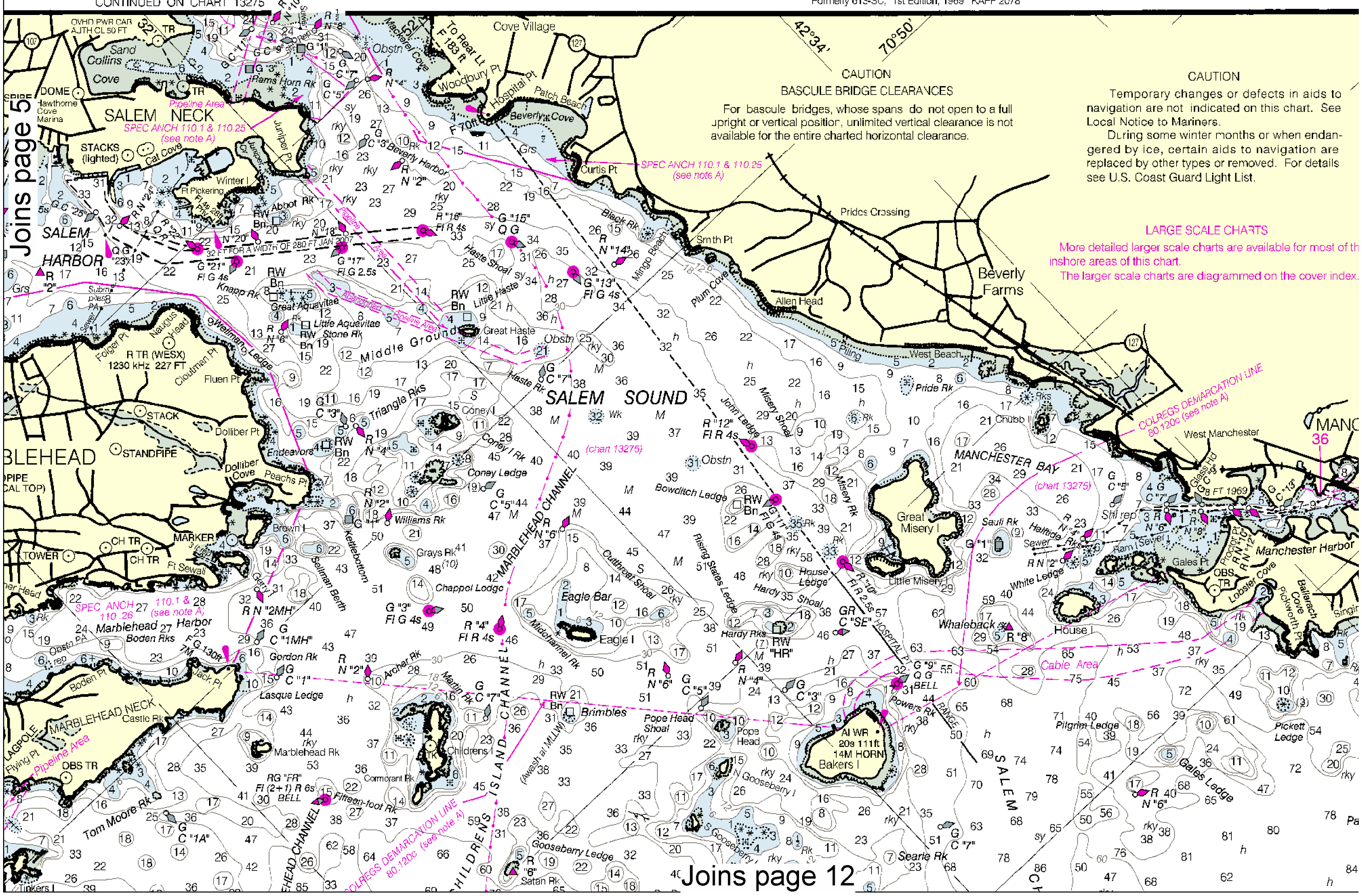
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Formerly 613-SC, 1st Edition, 1969 KAPP 2078



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SCALE 1:40,000
See Note on page 5.

Nautical Miles
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)AA WEATHER RADIO BROADCASTS

TY	STATION	FREQ	BROADCAST TIMES
rtland, ME	KDO-95	162.55	24 hours daily
ston, MA	KHB-35	162.475	24 hours daily
sex Marine, MA	WNG-574	162.425 MHz	24 hours daily
atham, NH	KZZ-40	162.450 MHz	24 hours daily

ARINE WEATHER FORECASTS

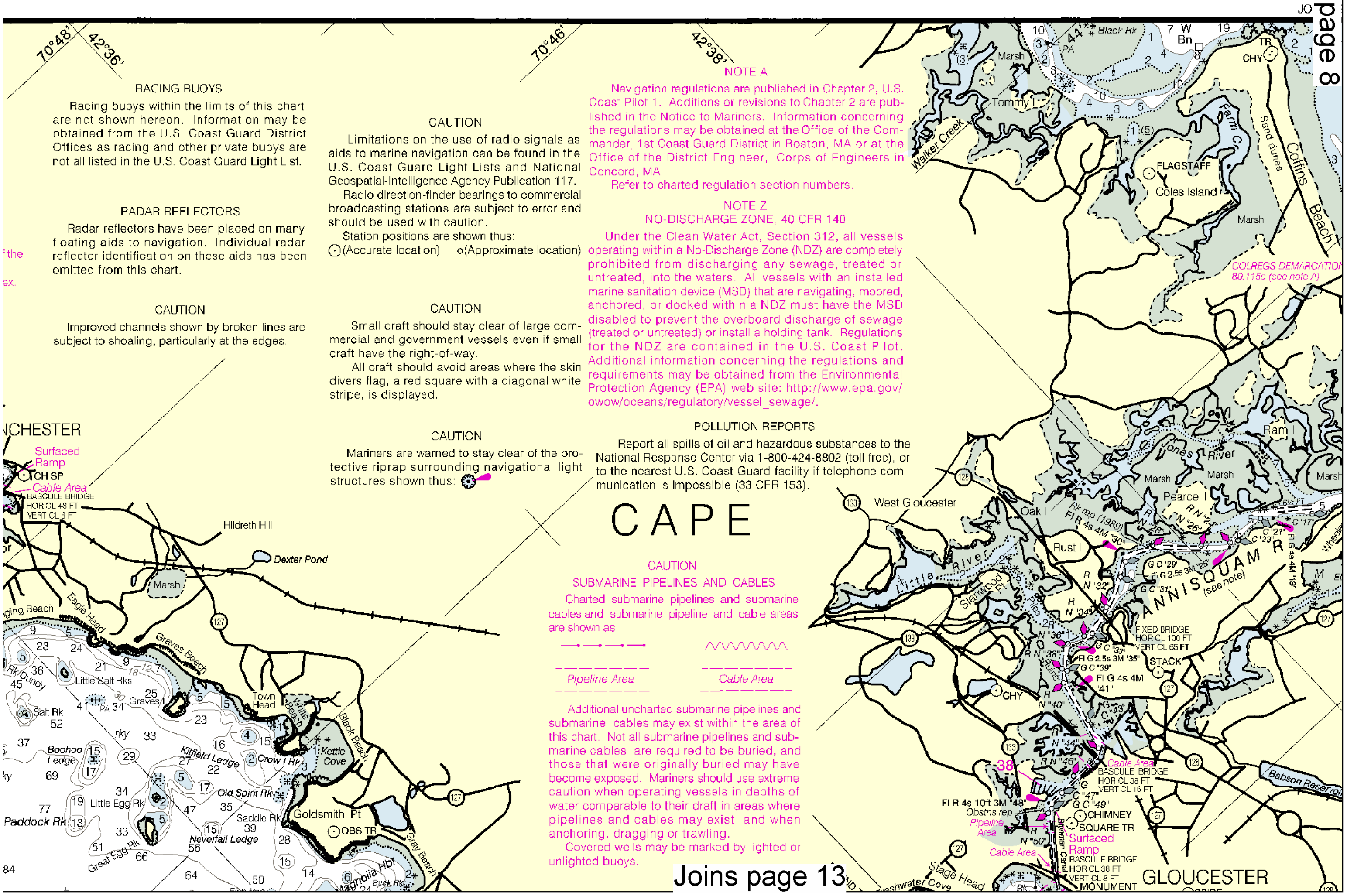
TIONAL WEATHER SERVICE	TELEPHONE NUMBER	OFFICE HOURS
rtland (Gray), ME	(207) 688-3216	7:00 AM - 5:00 PM M-F
	* (207) 688-3210	24 hours daily
ston/Taunton, MA	(508) 828-2672	8:00 AM - 5:00 PM M-F
	* (508) 822-0634	24 hours daily
w York/Upton, NY	(516) 926-0517	9:00 AM - 5:00 PM M-F Recorded forecast only other times.

Recorded

NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL CANOE-ROW-MOTOR-KAYAK	BOAT RENTAL CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY PUMP-OUT STATION	WINTER STORAGE WET-DRY	NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
14	SEAPORT LANDING	B	20	20	BME	S	HMR	25	20	CRM	C S	FLC	TSLP	WD	C	WI	GH	BT	DG
36	MANCHESTER MARINE	B	9	9	BME		HMR		30				TS P	WD		WI	H	BT	DG
38	CAPE ANN MARINA RESORT	B	20	12	B E		HMR					FL	TSLP	WD	C	WI	GH	BT	G
43	GLOUCESTER YANKEE MARINE	B	12	10	B E	S	HMR	50	35			FL	TSLP	WD		WI	H	BT	DG
60	PARKER RIVER YACHT YARD	A	3	7	BME		HM		10	M			TS P	D		WI	H		G
76A	SLAVIT SHIPYARD	A	4	10	BME	SN	HM	140	20			F	T P	D		WI	GH		DG
81	HAMPTON RIVER MARINA	A	6	6	BME		HM		25			FL	TSLP	WD	C	WI	G	B	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

Joins page 8



RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAPE

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area   Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 26622-0423, Tel. (919) 821-0281.

USCGAUX - 1st Coast Guard District, 408 Atlantic Ave., Boston, MA 02110-2209, Tel. (617) 223-8310 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.341" northward and 1.818" eastward to agree with this chart.

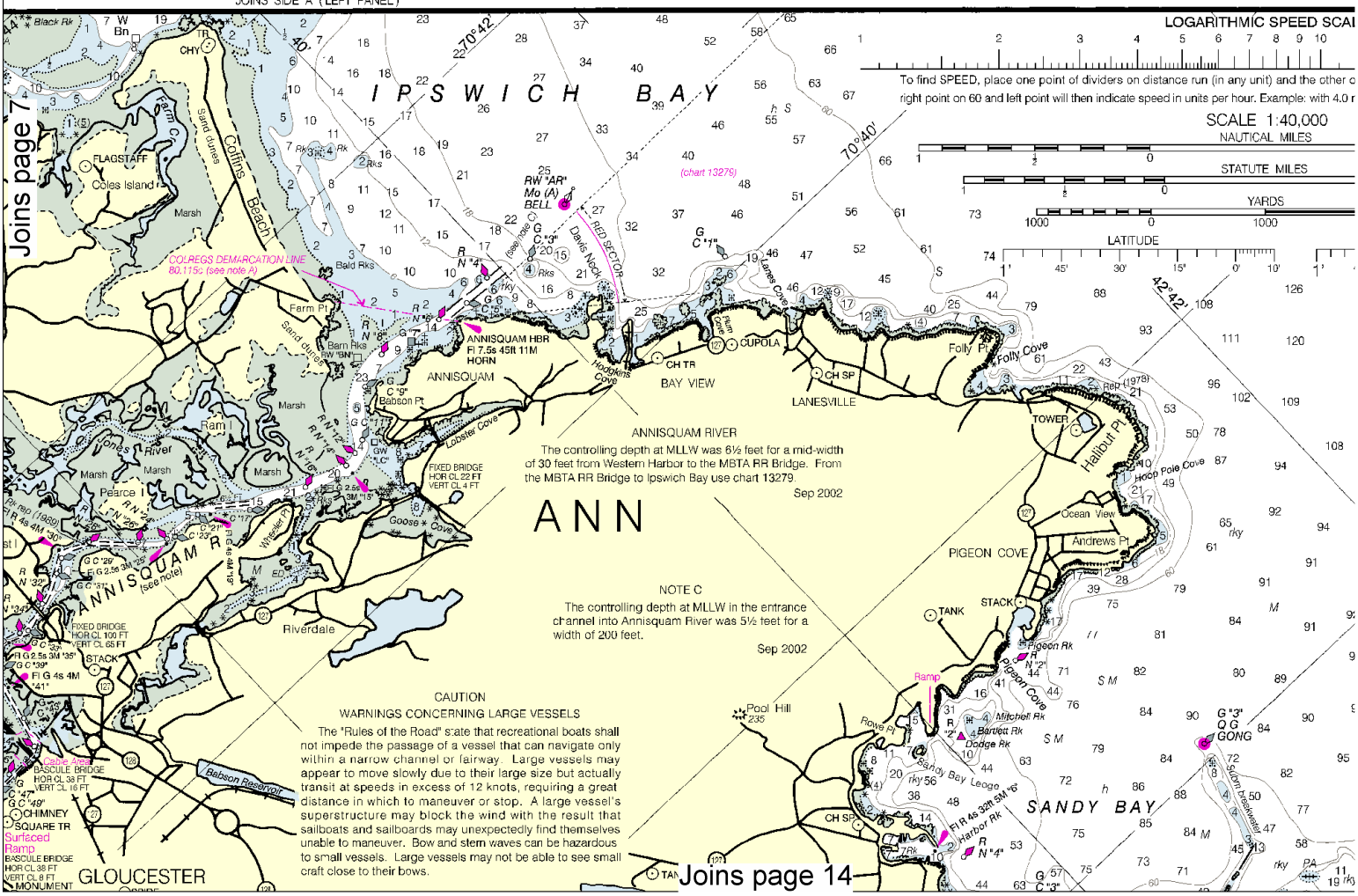
RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

				OIL/GASOLINE
C	WI	GH	BT	DG
	WI	H	BT	DG
C	WI	GH	BT	G
	WI	H	BT	DG
	WI	H		G
	WI	GH		DG
C	WI	G	B	DG

LEADERS.
EL TO THE FACILITY.
NKS.

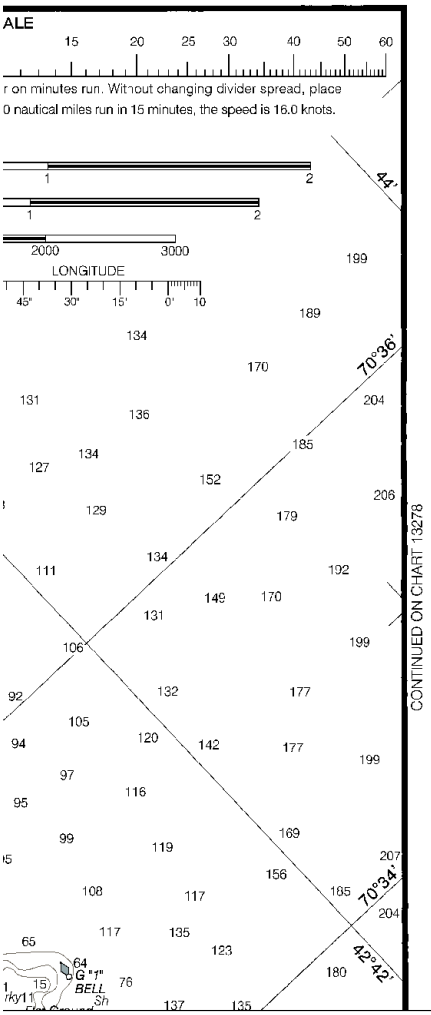
JOINS SIDE A (LEFT PANEL)



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 15

NAUTICAL CHART 13274

THE NATION'S CHARTMAKER SINCE 1807

MAINE - NEW HAMPSHIRE MASSACHUSETTS

PORTSMOUTH HARBOR TO BOSTON HARBOR

Chart 13274 27th Ed., Jun. /07 ■
Corrected through NM Jun. 9/07, LNM May 29/07

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection, Scale 1:40,000 at Lat. 42° 40'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

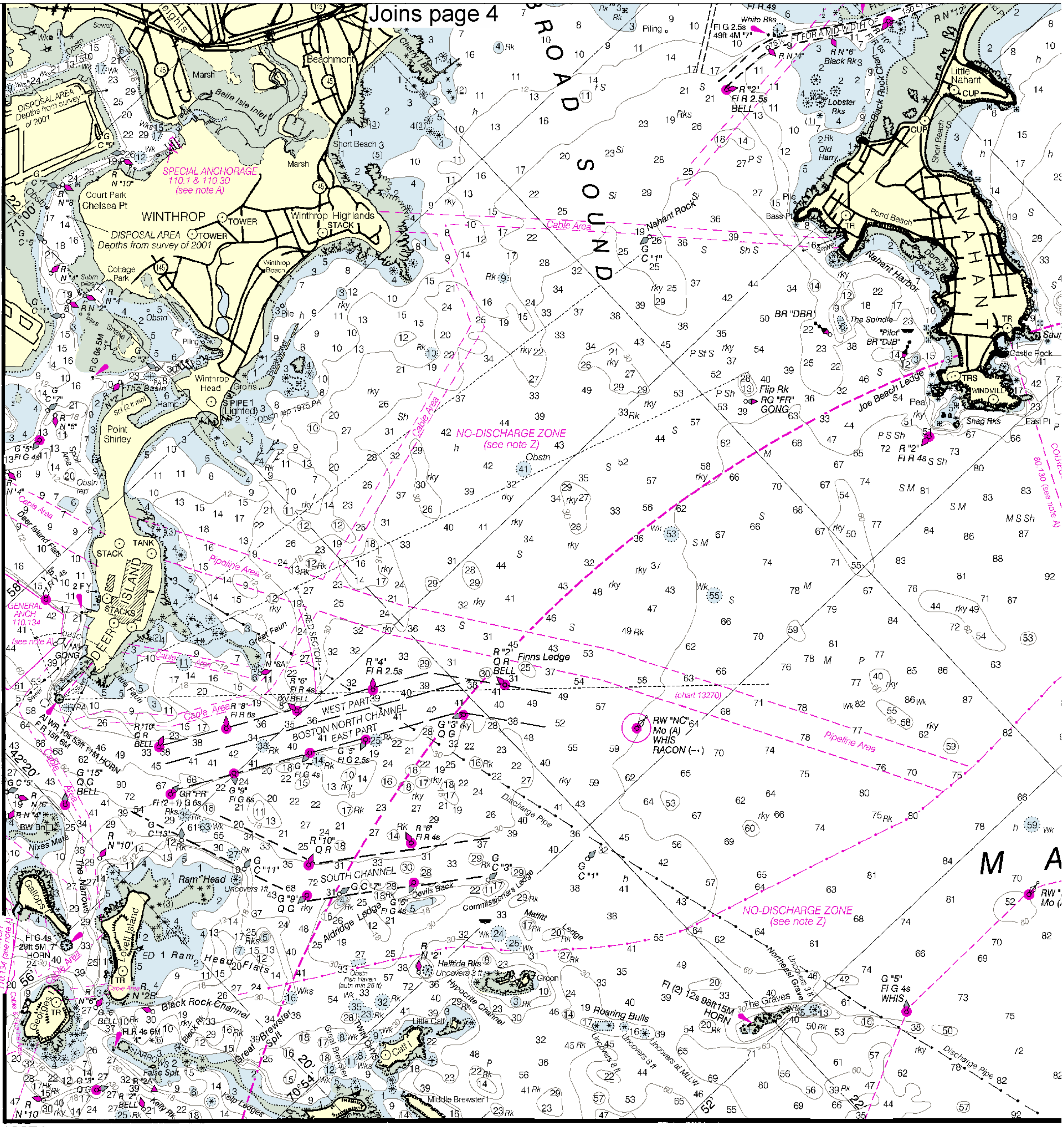
HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SIDE B

CONTINUED ON CHART 13270

Joins page 4



13274 27th Ed., Jun. /07; Corrected through NM Jun. 9/07, LNM May 29/07

Joins page 16

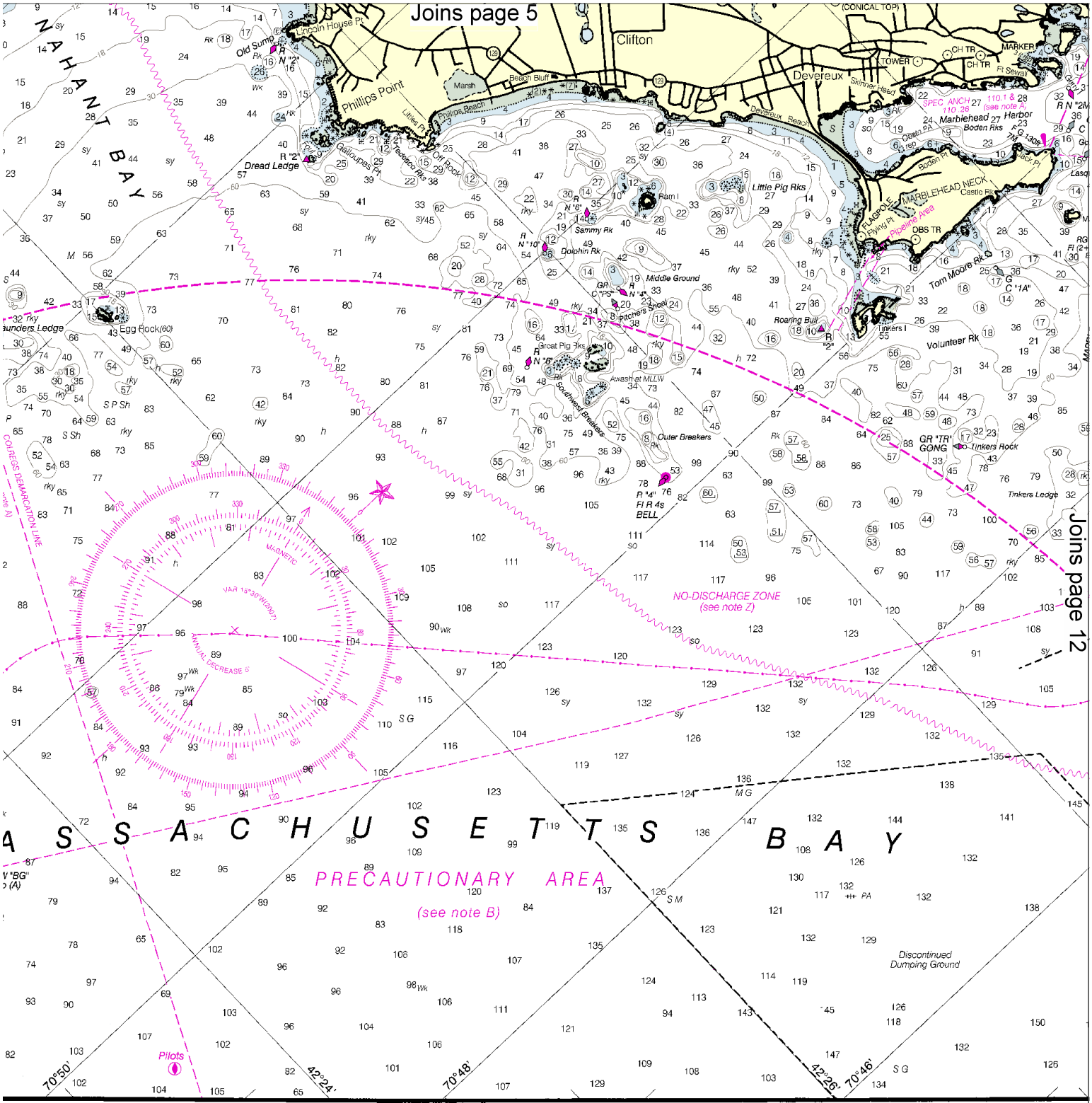
Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

Nautical Miles

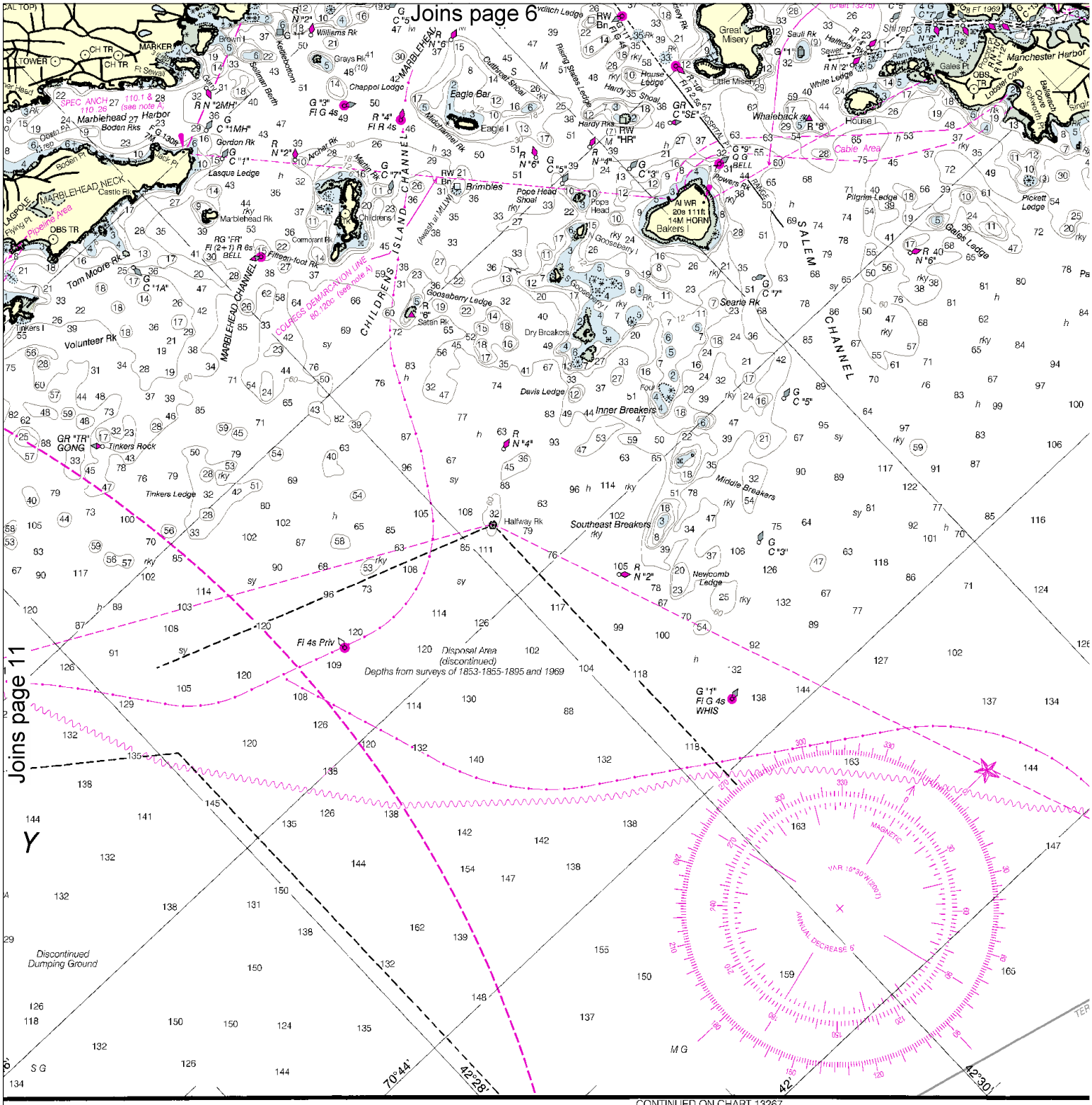
1	½	0	1	2	3

Yards

1000	0	1000	2000	3000	4000	5000



Joins page 17

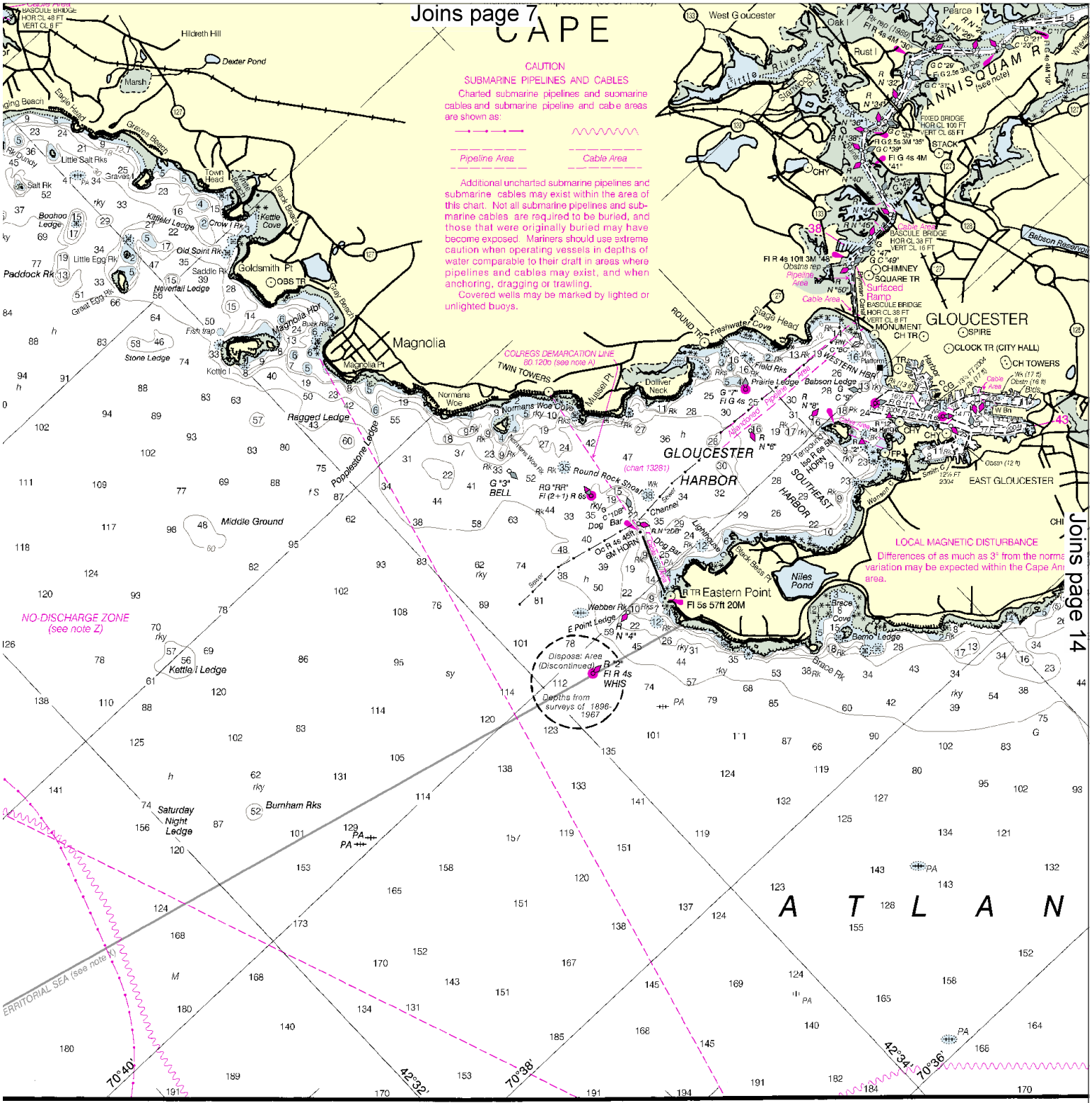


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

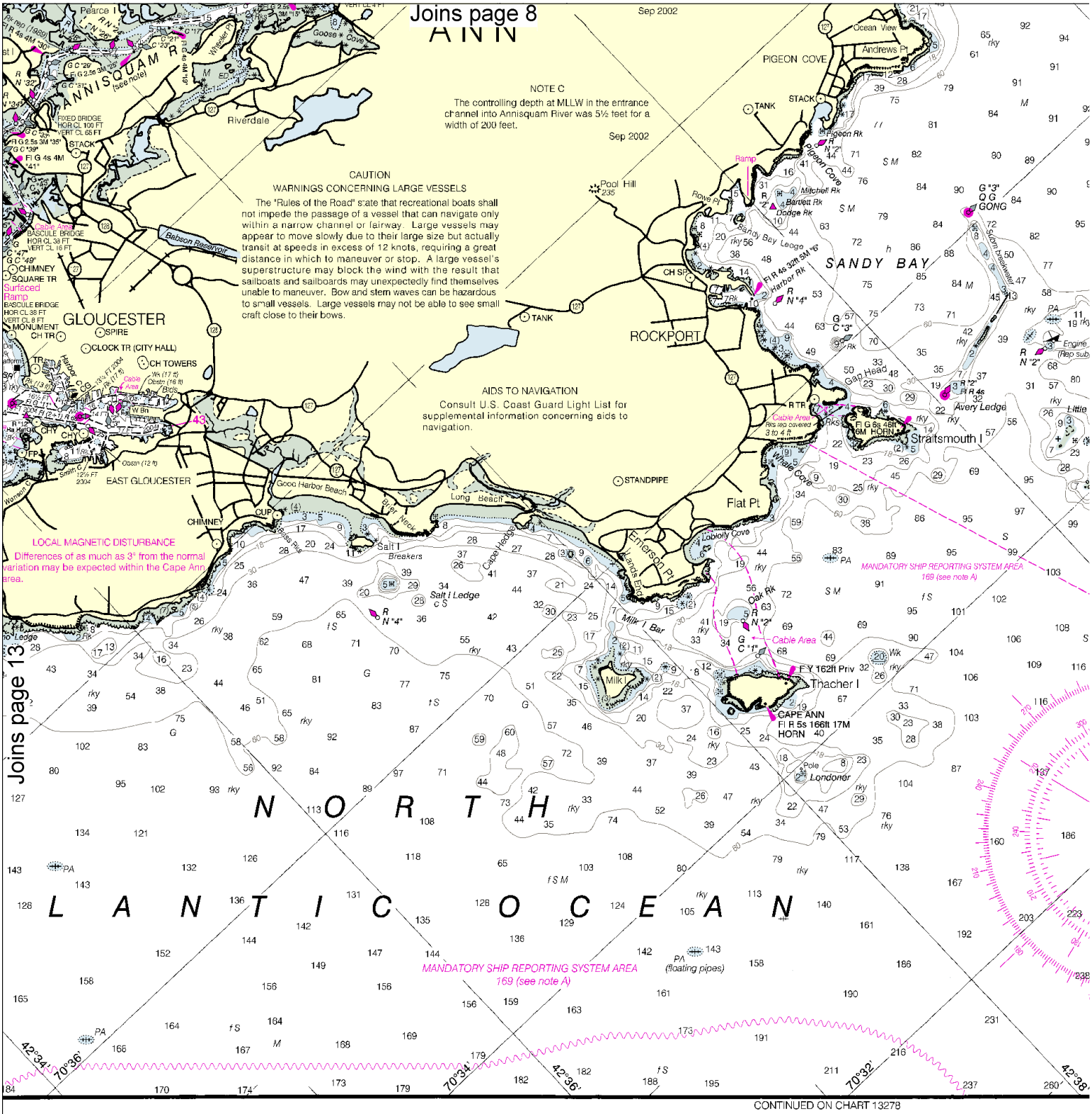
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 14

Joins page 19



Joins page 20

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 9

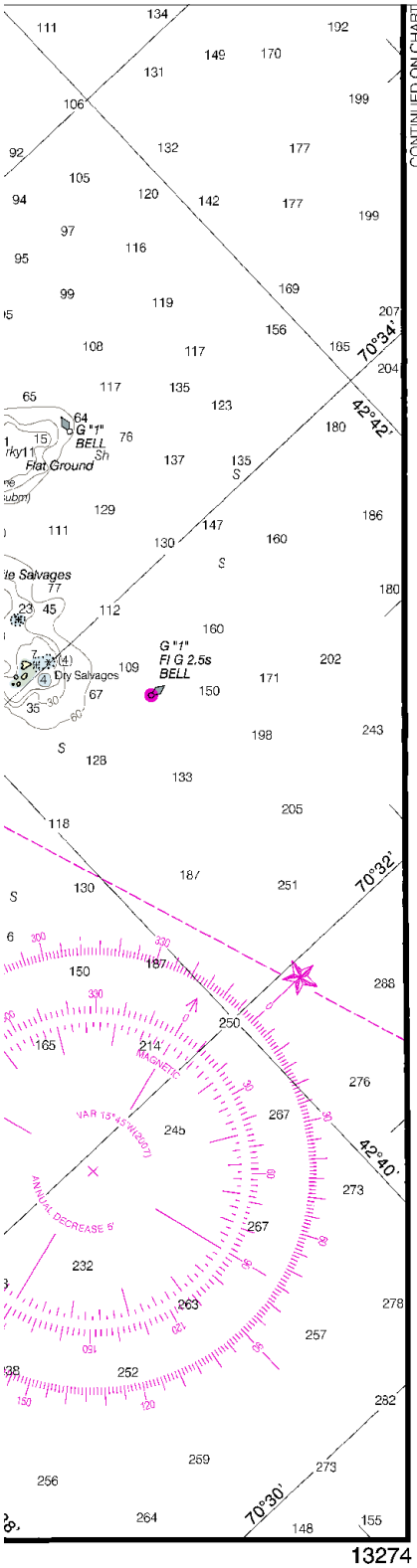


Chart 13274 27th Ed., Jun. /07 ■
Corrected through NM Jun. 9/07, LNM May 29/07

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection, Scale 1:40,000 at Lat. 42° 40'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

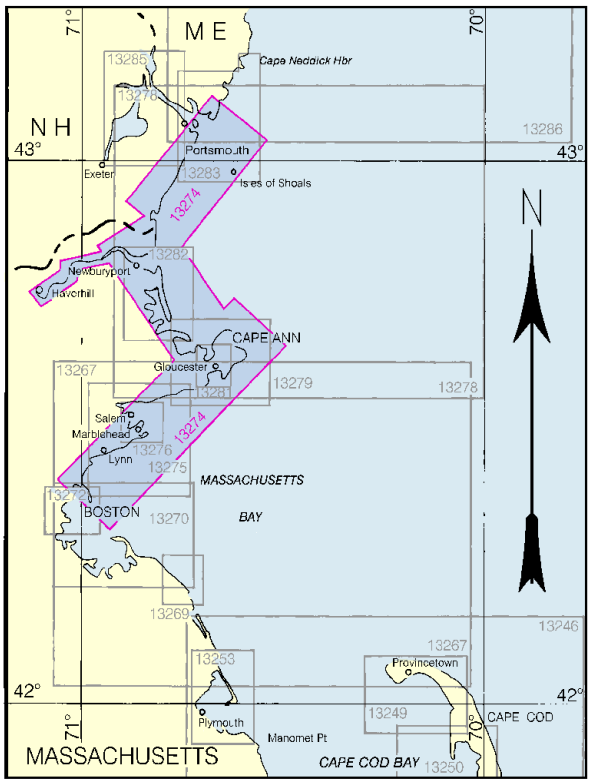
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

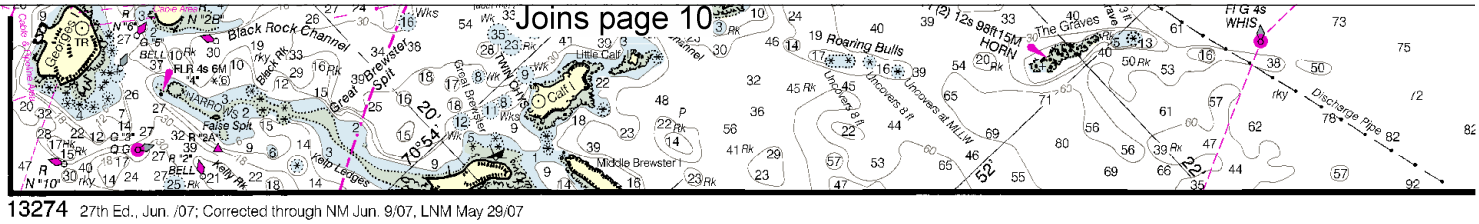
NSN 7642014010463
NGA REFERENCE NO. 13XHA13274
ED. NO. 27

SIDE B

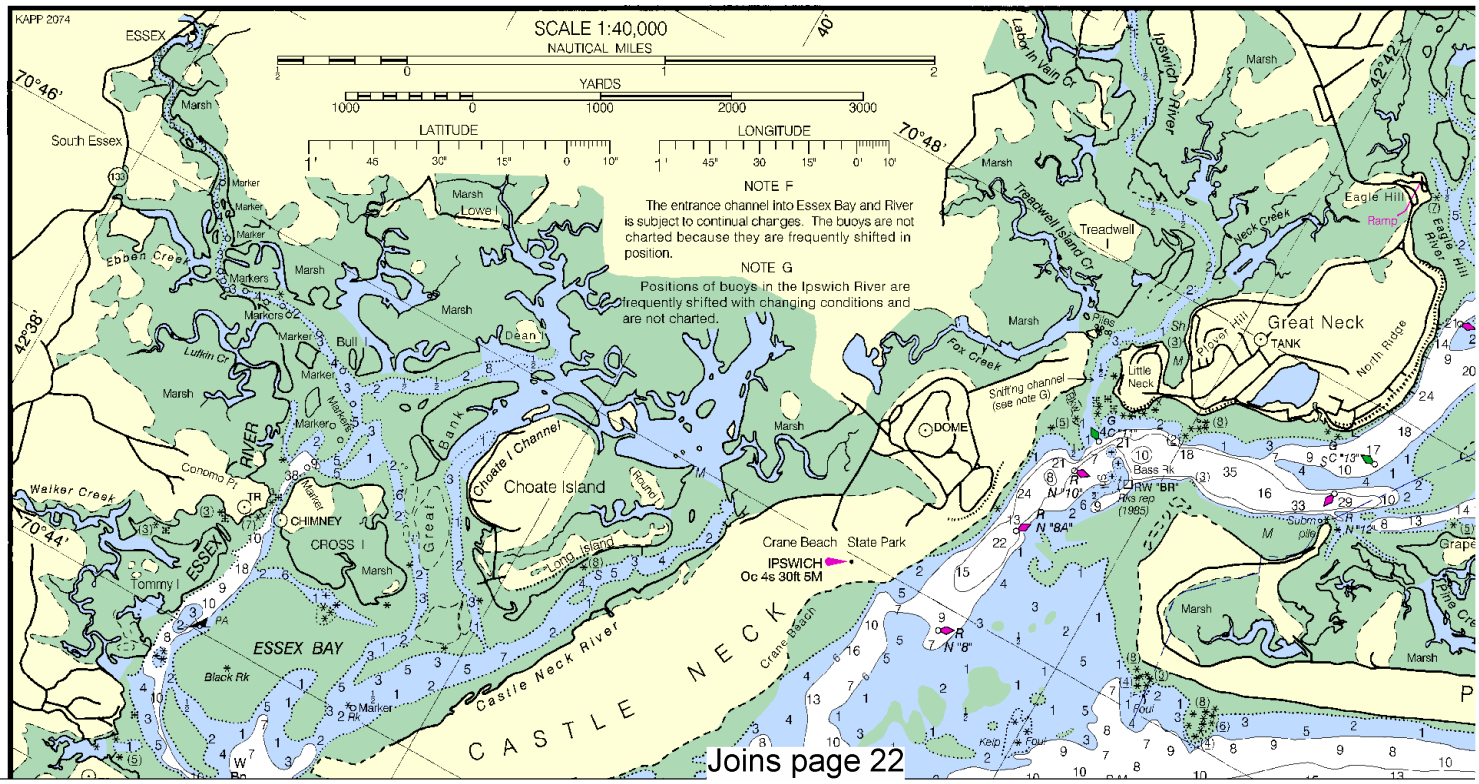
NAUTICAL CHART DIAGRAM



Joins page 21



13274 27th Ed., Jun. /07; Corrected through NM Jun. 9/07, LNM May 29/07



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

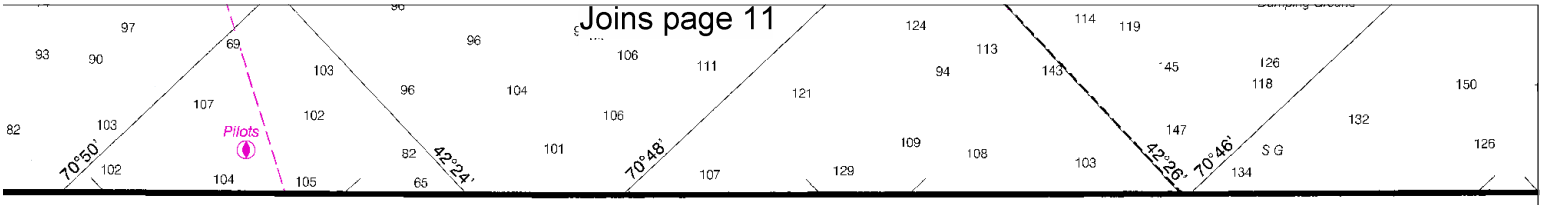
Nautical Miles

1 ½ 0 1 2 3

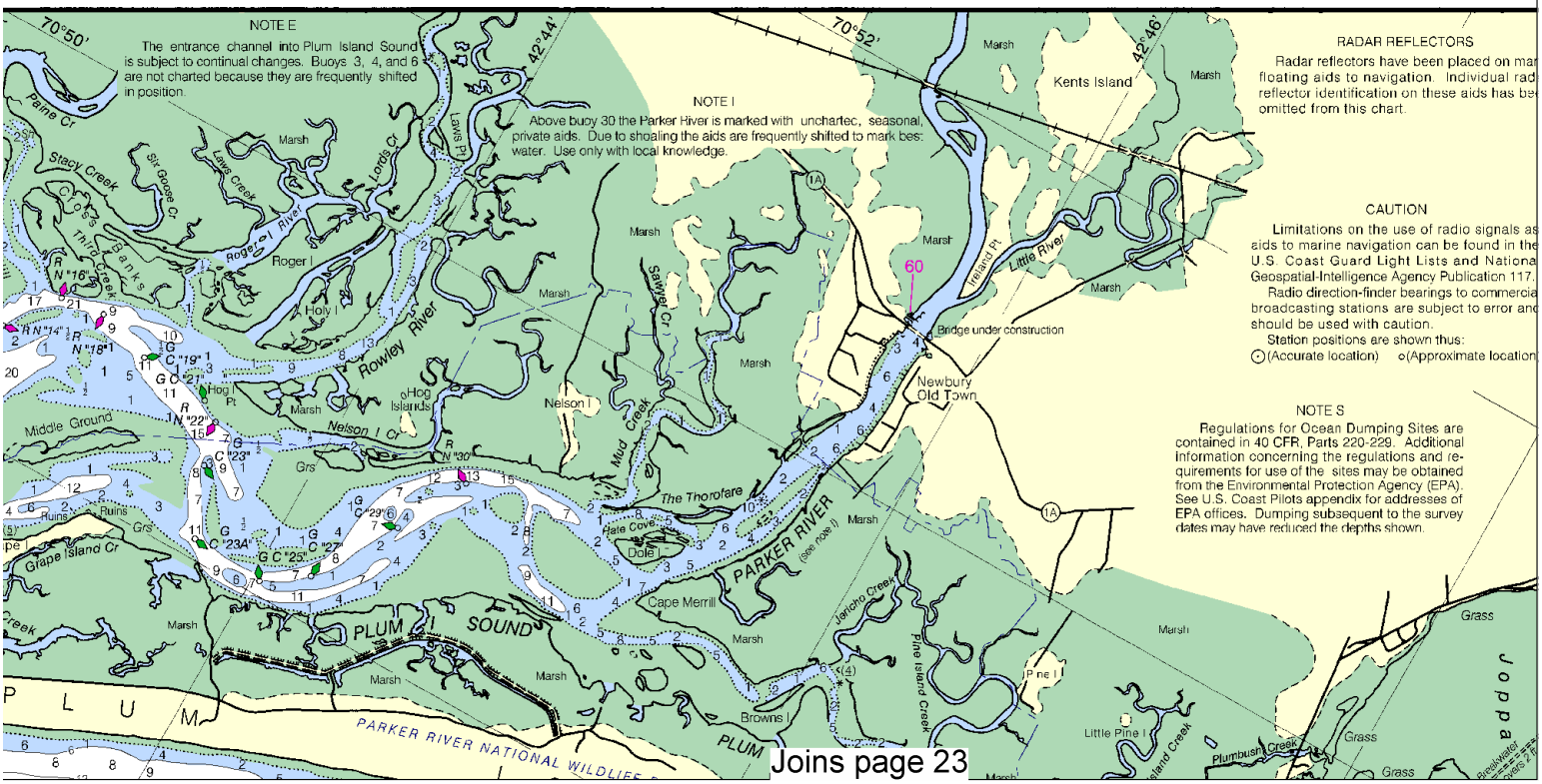
Yards

1000 0 1000 2000 3000 4000 5000

Joins page 11

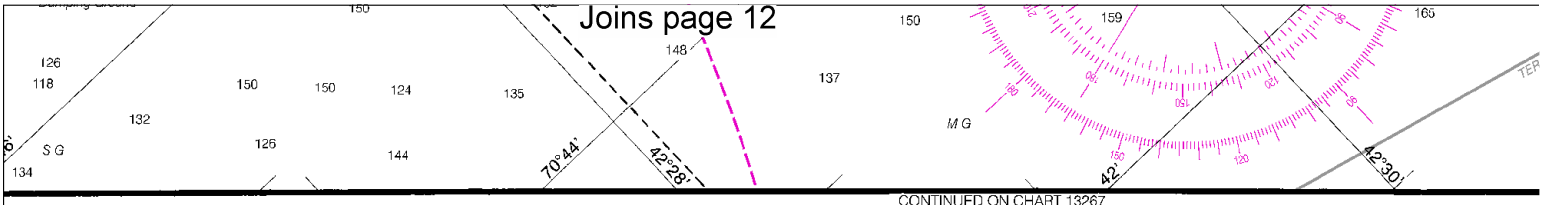


Joins page 18



Joins page 23

Joins page 12



CONTINUED ON CHART 13267

Joins page 17

CONTINUED ON MERRIMACK RIVER EXTENSIONS

Formerly 613-SC, 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOTE S

ulations for Ocean Dumping Sites are ed in 40 CFR, Parts 220-229. Additional tion concerning the regulations and re- nts for use of the sites may be obtained Environmental Protection Agency (EPA). . Coast Pilots appendix for addresses of ces. Dumping subsequent to the survey ay have reduced the depths shown.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

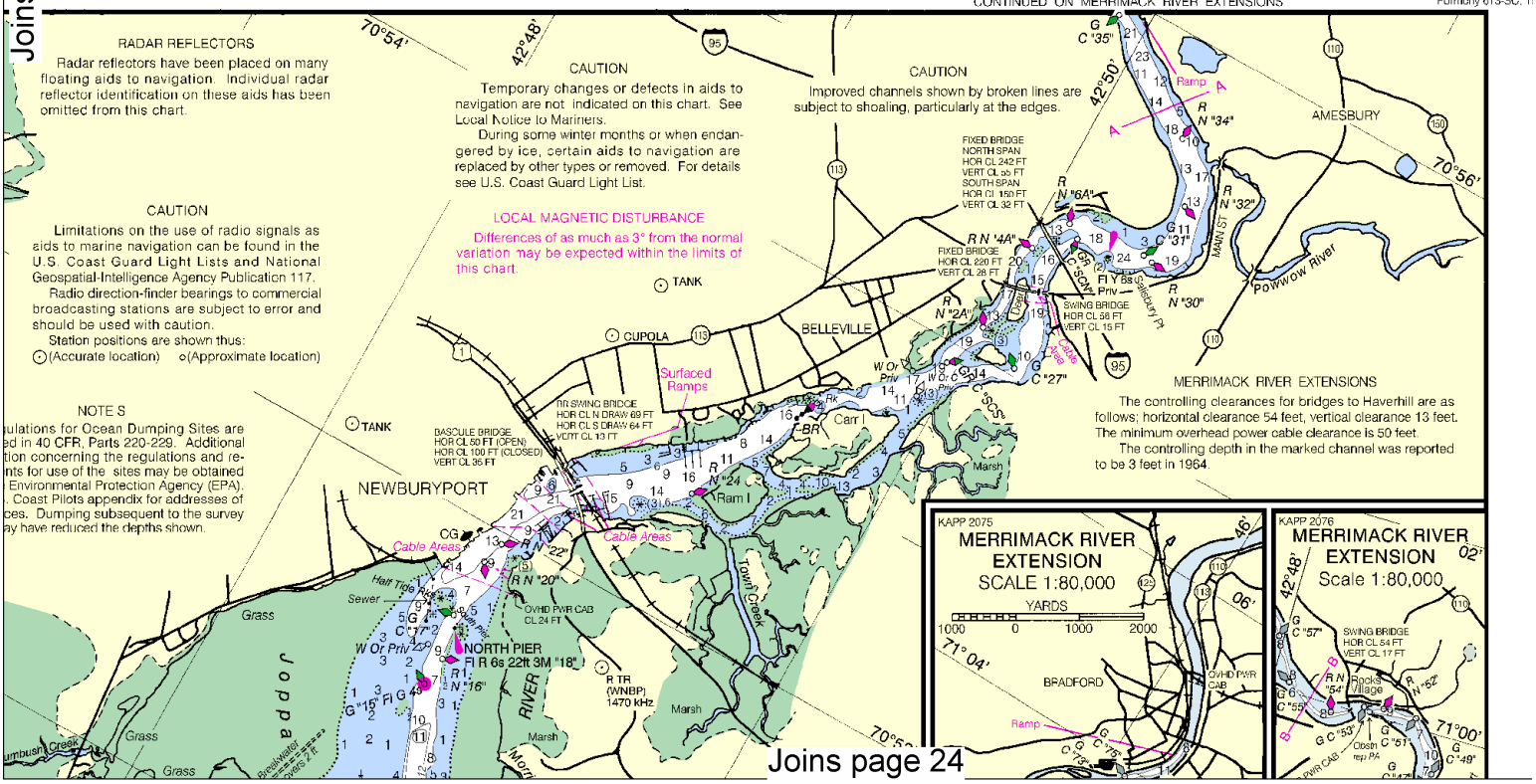
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MERRIMACK RIVER EXTENSIONS

The controlling clearances for bridges to Haverhill are as follows; horizontal clearance 54 feet, vertical clearance 13 feet. The minimum overhead power cable clearance is 50 feet.

The controlling depth in the marked channel was reported to be 3 feet in 1964.



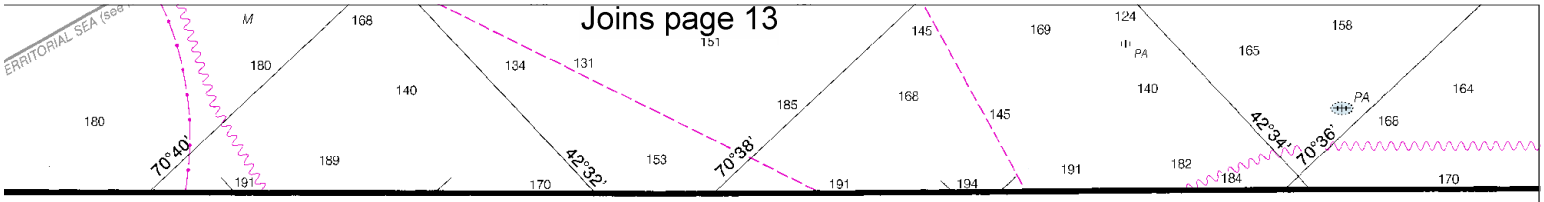
Joins page 24

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 13



Joins page 20

1st Edition, 1969

KAPP 2077

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE H

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

LARGE SCALE CHARTS

More detailed larger scale charts are available for most of the inshore areas of this chart.

The larger scale charts are diagrammed on the cover index

Pump-out facilities

LOGARITHM

To find SPEED, place one point of dividers on distance run (in any right point on 60 and left point will then indicate speed in units per hou

SCAL

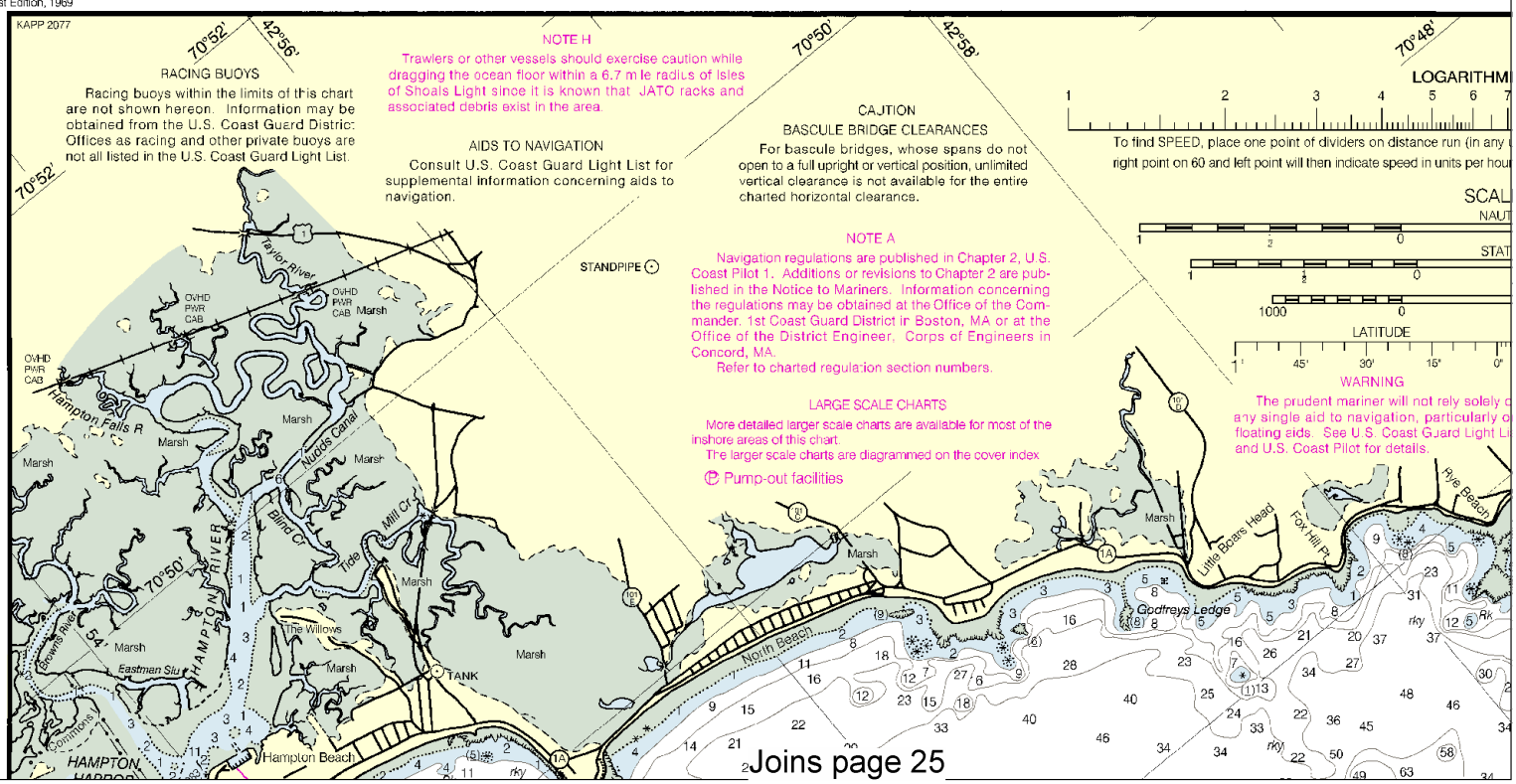
NAUT

STAT

LATITUDE

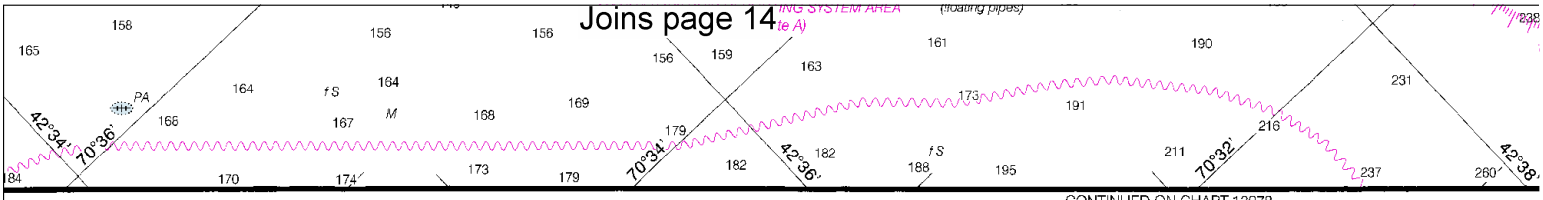
WARNING

The prudent mariner will not rely solely any single aid to navigation, particularly o floating aids. See U.S. Coast Guard Light Li and U.S. Coast Pilot for details.



Joins page 25

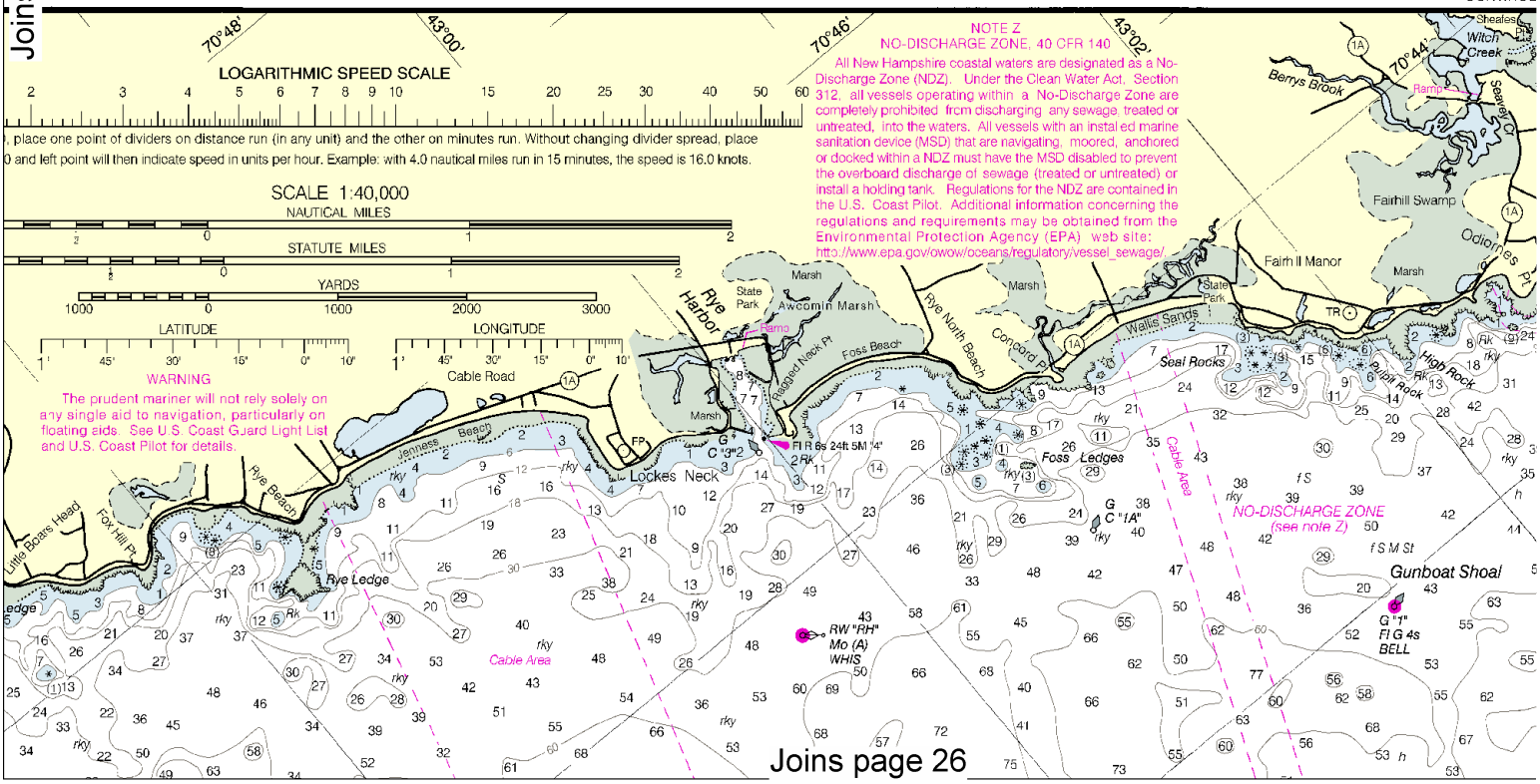
Joins page 14



CONTINUED ON CHART 13278

Joins page 19

CONTINUE

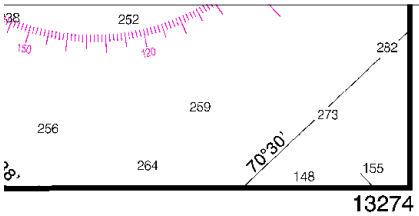


Joins page 26

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

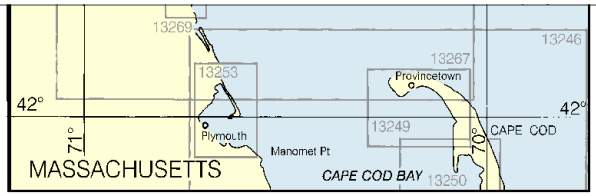
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



13274

Joins page 15



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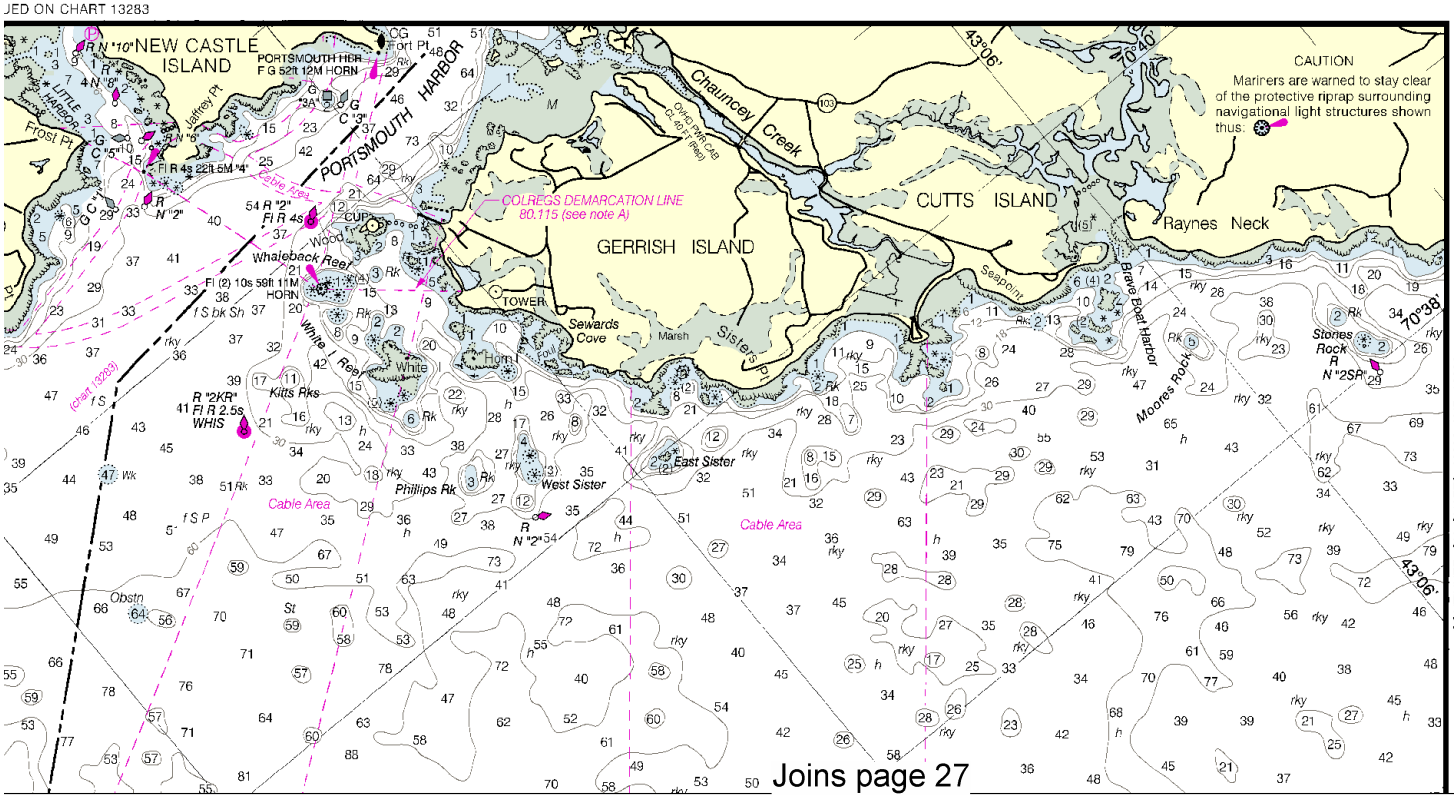

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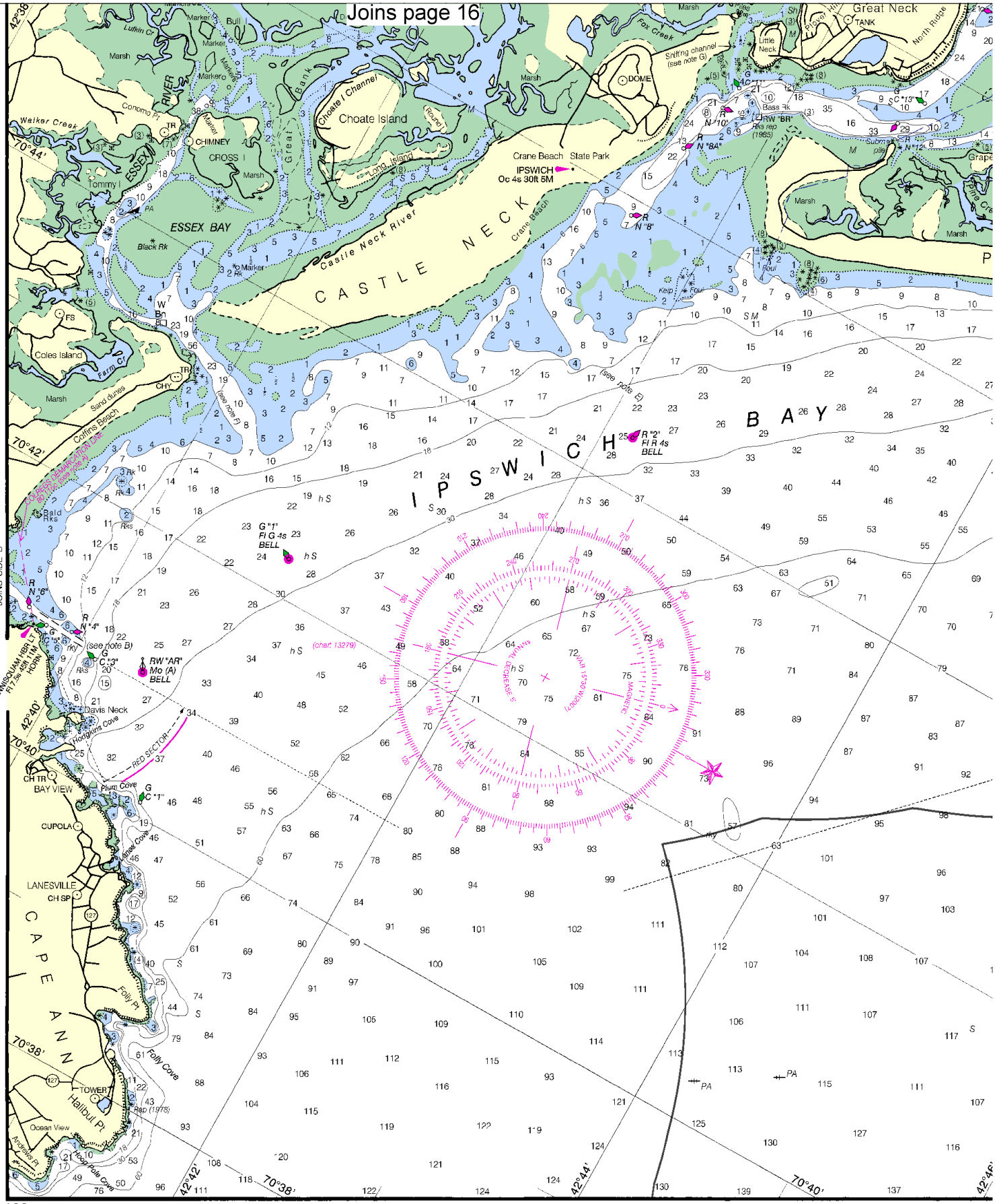
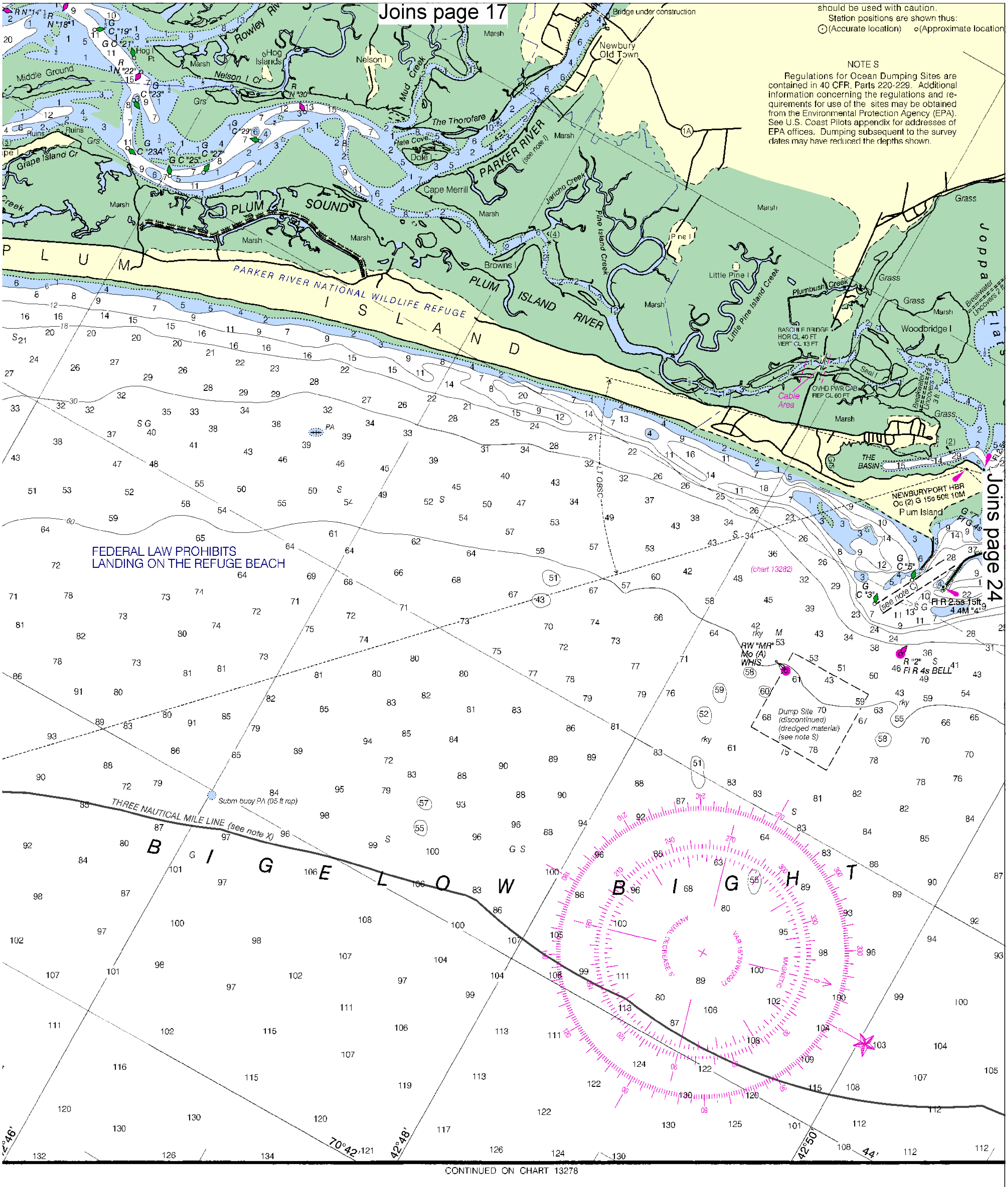


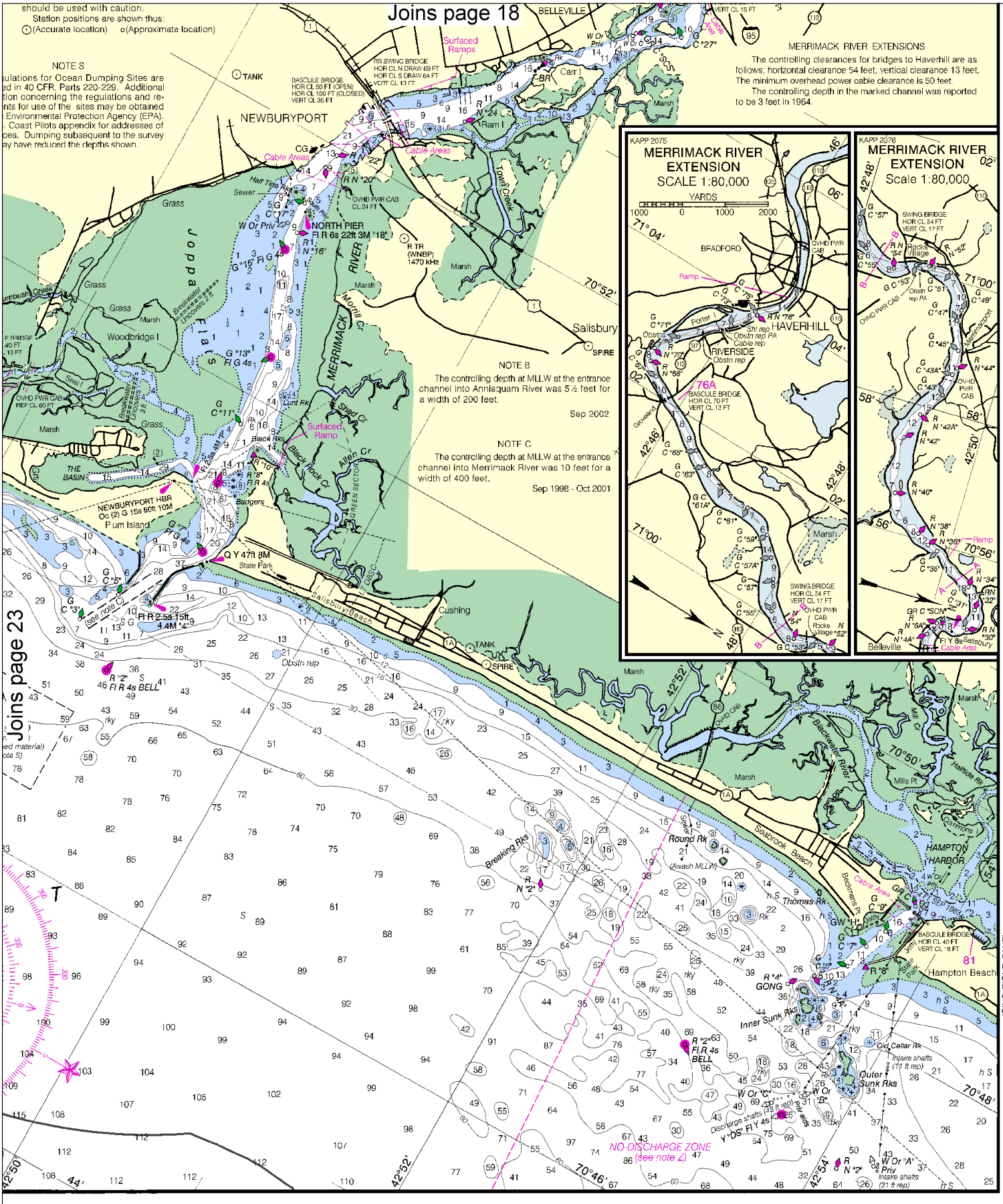
13274 27th Ed., Jun. /07; Corrected through NM Jun. 9/07, LNM May 29/07

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 17
Joins page 24
Bridge under construction
should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.
Newbury Old Town
Rowley River
Hog Islands
Nelson I
Nelson I Cr
Middle Ground
Mud Creek
The Thorofare
Grape Island Cr
PARKER RIVER
Cape Merrill
Plum Island Sound
PLUM ISLAND
Jericho Creek
Pine Island Creek
Pine I
Little Pine I
Little Pine Island Creek
Plumbush Creek
PARKER RIVER NATIONAL WILDLIFE REFUGE
PLUM ISLAND RIVER
Browns I
Woodbridge I
Joppa Flats
BASCULE BRIDGE HOR CL 40 FT VERT CL 13 FT
OVHD PWR CAB REP CL 60 FT
Cable Area
Seal I
THE BASIN
NEWBURYPORT HBR Oc (2) G 15s 50ft 10M
Plum Island
FEDERAL LAW PROHIBITS LANDING ON THE REFUGE BEACH
RW "MR" Mo (A) WHIS
R "2" Fl R 4s BELL
Dump Site (discontinued) (dredged material) (see note S)
(chart 13282)
Subm buoy PA (95 ft rep)
THREE NAUTICAL MILE LINE (see note X)
BIGELOW BIGHT
VAR 15°30'W (2007)
ANNUAL DECREASE 6'
MAGNETIC
CONTINUED ON CHART 13278

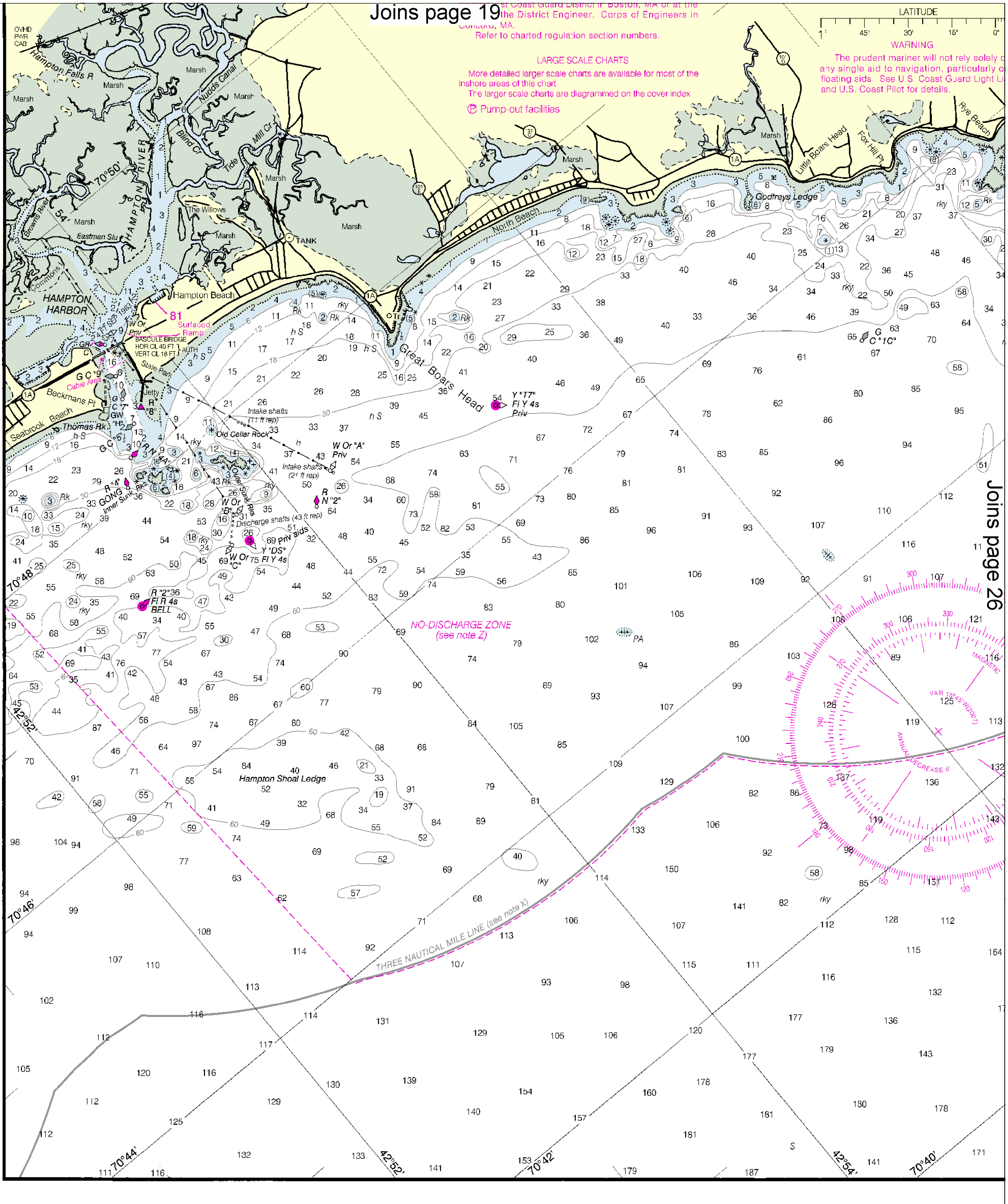


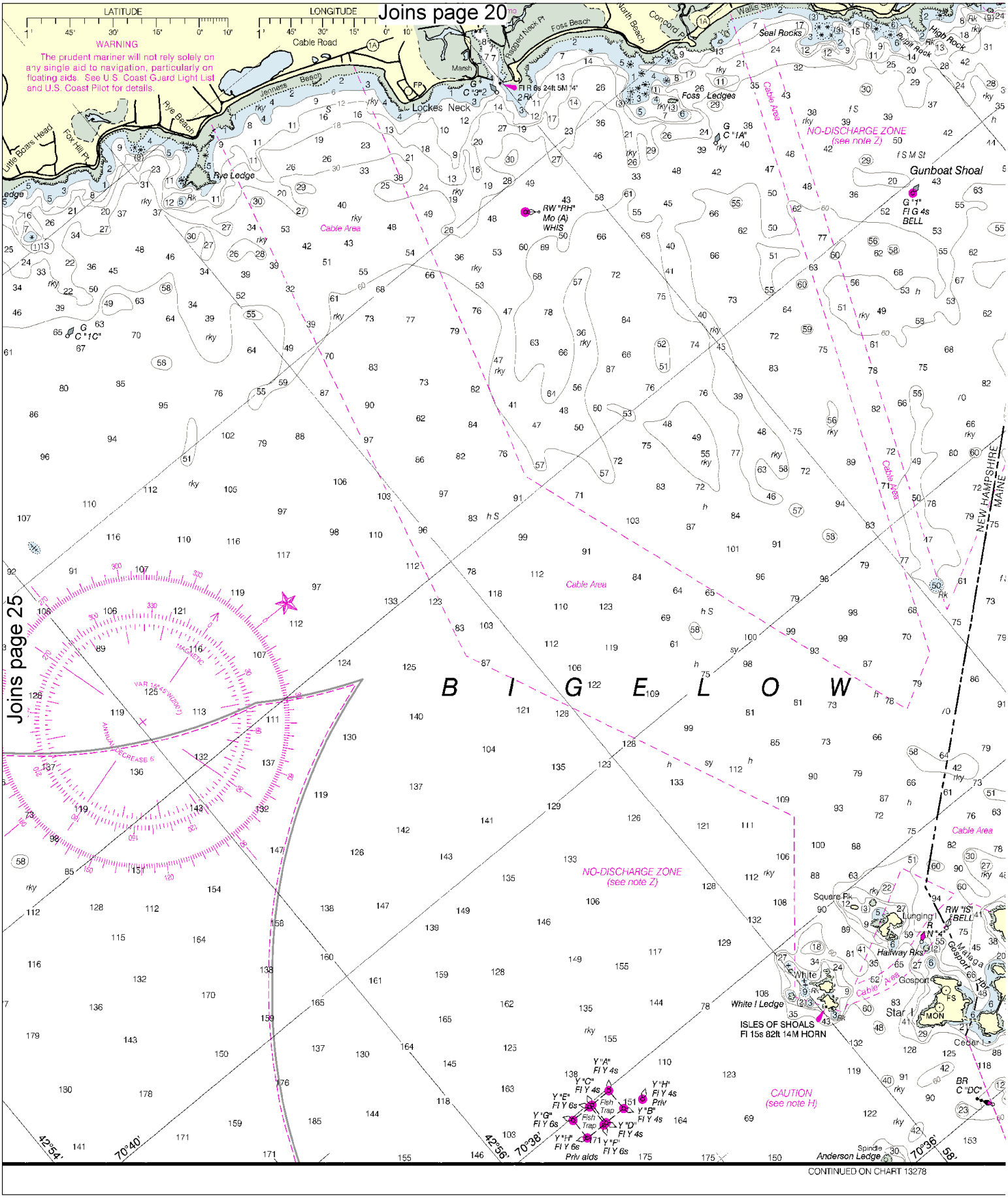
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
Joins page 26
JOINS LEFT PANEL
the District Engineer, Corps of Engineers in
Concord, MA.
Refer to charted regulation section numbers.
LARGE SCALE CHARTS
More detailed larger scale charts are available for most of the inshore areas of this chart.
The larger scale charts are diagrammed on the cover index
Pump-out facilities
LATITUDE
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
Hampton Falls R
Nudds Canal
Blind Cr
Tide Mill Cr
HAMPTON RIVER
Browns River
Eastman Slu
The Willows
TANK
Marsh
Commons
HAMPTON HARBOR
Hampton Beach
81
Surfaced Ramp
BASCULE BRIDGE HOR CL 40 FT VERT CL 18 FT
State Park
Jetty
Cable Area
Beckmans Pt
Seabrook Beach
Thomas Rk
North Beach
Great Boars Head
Little Boars Head
Fox Hill Pt
Rye Beach
Godfreys Ledge
Y "T7" Fl Y 4s Priv
Intake shafts (11 ft rep)
Old Cellar Rock
W Or "A" Priv
Intake shafts (21 ft rep)
R N "2"
Discharge shafts (43 ft rep)
Priv aids
Y "DS" Fl Y 4s
W Or "B"
W Or "C"
Inner Sunk Rk
GONG
R "2"36 Fl R 4s BELL
G C "1C"
NO-DISCHARGE ZONE (see note Z)
PA
Hampton Shoal Ledge
THREE NAUTICAL MILE LINE (see note X)
VAR 15°45'W (2007)
ANNUAL DECREASE 6'
MAGNETIC
70°50'
70°48'
70°46'
70°44'
70°42'
70°40'
42°52'
42°54'



Printed at reduced scale. ~~SCALE 1:40,000~~

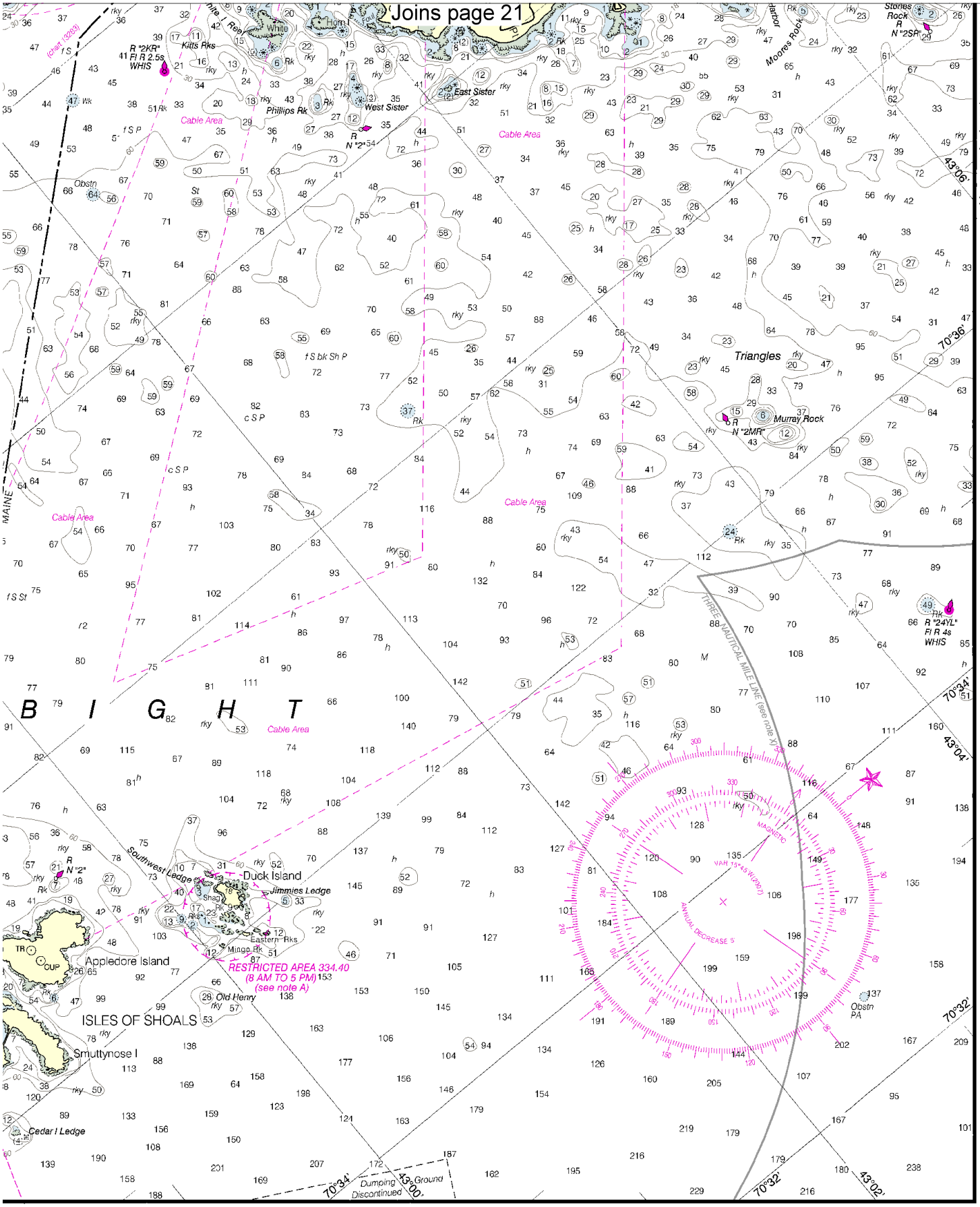
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
CONTINUED ON CHARTS 13283 AND 13286
SIDE A
B I G H T
Cable Area
Triangles
Murray Rock
East Sister
West Sister
Phillips Rk
Kitts Rks
Moores Rock
Stones Rock
Duck Island
Jimmies Ledge
Southwest Ledge
Appledore Island
Eastern Rks
Minge Rk
Old Henry
ISLES OF SHOALS
Smuttynose I
Cedar I Ledge
RESTRICTED AREA 334.40
(8 AM TO 5 PM)
(see note A)
THREE NAUTICAL MILE LINE (see note X)
Dumping Ground
Discontinued
MAGNETIC
VAR 15°45 W(2007)
ANNUAL DECREASE 5
43°06'
43°04'
43°02'
70°36'
70°34'
70°32'
13274

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Port Allerton – 781-925-0166
Coast Guard Port Gloucester – 978-283-0705
Coast Guard Merrimack River – 978-462-3428
Coast Guard Portsmouth Harbor – 603-436-4414
Mass. Environmental Police – 800-632-8075
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.